



BOARD OF DIRECTORS

Wednesday, October 14, 2020
12:00 P.M. - 2:00 P.M.

WebEx Virtual Meeting (provided to members only by email)
Video livestream available to public on COG website

AGENDA

- 12:00 P.M.** **1. CALL TO ORDER**
Derrick L. Davis, COG Board Chair
- 2. CHAIRMAN'S REPORT**
Derrick L. Davis, COG Board Chair
- 12:05 P.M.** **3. EXECUTIVE DIRECTOR'S REPORT**
Chuck Bean, COG Executive Director
- 4. AMENDMENTS TO THE AGENDA**
Derrick L. Davis, COG Board Chair
- 12:15 P.M.** **5. APPROVAL OF THE MINUTES FROM SEPTEMBER 9, 2020**
Derrick L. Davis, COG Board Chair
Recommended Action: Approve minutes.
- 6. ADOPTION OF CONSENT AGENDA ITEMS**
Derrick L. Davis, COG Board Chair
- A.** Resolution R38-2020 - Resolution approving the appointments to the COG 2021 Nominating Committee
 - B.** Resolution R39-2020 - Resolution approving the appointments to the COG 2021 Legislative Committee
 - C.** Resolution R40-2020 – Resolution authorizing COG to procure and enter into a contract to conduct a flow analysis of the Potomac Interceptor
 - D.** Resolution R41-2020 – Resolution approving the appointments to the COG FARM Ad-hoc Committee
 - E.** Resolution R42-2020 – Resolution recognizing National Cybersecurity Awareness Month in the metropolitan Washington region
- Recommended Action: Adopt Resolutions R38-2020 – R42-2020.**
- 12:20 P.M.** **7. FY2022 MEMBER DUES RECOMMENDATION**
Chuck Bean, COG Executive Director
The board will be briefed on the proposal for the Fiscal Year 2022 Member Dues and Regional Fees.

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwco.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

Recommended Action: Receive briefing and Adopt Resolution R43-2020.

12:35 P.M. 8. ALLOCATION OF ADDITIONAL FEDERAL FUNDS TO STATE AND LOCAL TRANSPORTATION SYSTEMS

Chuck Bean, COG Executive Director

The Board will be asked to consider a joint letter with the Transportation Planning Board supporting the allocation of additional federal funds to state and local transportation systems as they recover from the economic setback of the COVID-19 pandemic.

Recommended Action: Receive briefing and adopt Resolution R44-2020.

12:45 P.M. 9. REGIONAL MARC-VRE RUN-THROUGH SERVICE

*Tim Canan, COG Transportation Planning, Data and Research Program Director
Jay Corbalis, JBG Smith VP for Public Affairs*

The Board will be briefed on the potential for a regional MARC-VRE Run-through service including a recent market assessment completed by TPB and a discussion on the potential opportunities that commuter rail run through service can bring to the region. The Greater Washington Partnership will brief the Board on their Capital Region Rail Vision project exploring how our region can create a world-class commuter rail system involving VRE and MARC run through service within 25 years.

Recommended Action: Receive briefing.

1:10 P.M. 10. 2030 GREENHOUSE GAS EMISSIONS REDUCTION TARGET AND ACTION PLAN

*Penny Gross, COG Climate, Energy and Environment Policy Committee Chair
Ryan Glancy, Global Covenant of Mayors International Urban Cooperation
Program Technical Coordinator
Steve Walz, COG Director of Environmental Programs*

The Board will be briefed on the 2030 Climate and Energy Action Plan, U.S. and international regional climate goals and plans, and recommendation of CEEPC to adopt the proposed 2030 Greenhouse Gas Emission Reduction Goal.

Recommended Action: Receive briefing and adopt Resolution R45-2020.

1:55 P.M. 11. OTHER BUSINESS

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for THURSDAY, November 12, 2020.

AGENDA ITEM #2

CHAIRMAN'S REPORT



TOWN HALL SERIES | SEPT 2020 - JAN 2021

Leaning In to 2021: More Equitable, More Resilient



Featuring:
Prof. Jim Johnson, UNC
Prof. Jeanne Milliken Bonds, UNC

We want to hear from you at the next session of our virtual town hall series, where we are exploring tools and strategies to help our communities emerge stronger, more resilient, and more equitable in 2021.

At the first event of the town hall series in September—**Out of Crisis into Crisis**—UNC Professor Jim Johnson discussed the current events and demographic trends disrupting the status quo in our region, from COVID-19 and the Black Lives Matter movement to the "graying" or aging of America.

It's not too late to join other local leaders for the next event of this interactive and direction-setting series:

16
OCT

Leading and Managing in 'Certain Uncertainties'
12:00 - 1:45 P.M.

This town hall focuses on the skill sets for managing and leading through disruption and other challenges identified in the first town hall, given the high likelihood that other disruptive events will occur in the future.

REGISTER & VIEW THE FIRST TOWN HALL RECAP

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – October 2020
DATE: October 7, 2020

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its September meeting, the TPB approved an amendment to the Transportation Improvement Program for the District of Columbia to fund highway, rail, bus, streetcar and other state and local transportation projects. The board also received briefings covering the process to set Transit Safety Targets as part of Performance Based Planning and Programming, and updates on the TPB Participation Plan, Visualize 2045, and an employer survey on telework during the COVID-19 pandemic.

Metropolitan Washington Air Quality Committee (MWAQC) – At its September meeting, MWAQC members focused on the region's progress towards meeting the federal health standard for ground-level ozone. Members were briefed on this season's ozone summary and how the region only had two Code Orange, unhealthy air days. However, metropolitan Washington does not yet meet the 2015 ozone standard and MWAQC will continue to focus on measures to reduce emissions at future meetings.

Chesapeake Bay and Water Resources Policy Committee (CBPC) – In September, the CBPC held their annual Water Quality Forum, engaging in discussion with representatives from Maryland, Virginia and the District of Columbia. CBPC members stated the importance of agency alignment and the need for flexible and integrated regulatory and financing approaches, emphasizing that more must be done to address the pressing issues of climate resiliency and environmental equity. The committee also announced its 2nd annual Academic Paper Competition for 2020-2021.

Human Services Policy Committee (HSPC) – At its September meeting, the committee discussed forming a regional agreement allowing jurisdictions to share and analyze data across jurisdictions, to identify gaps in both emergency shelter and housing and effectively advocate for resources to bring



RECAP: COG/TPB TOWN HALL SERIES
The first town hall, facilitated by University of North Carolina's Jim Johnson and Jeanne Milliken Bonds, focused on the impact of disruptive events and changing demographics on the economy and society. Upcoming sessions will explore strategies to help local leaders navigate a 'new normal' in 2021

[Register and watch the recap video](#)

an end to homelessness in the region. The COG Board will have an opportunity to provide feedback on the draft agreement during the November 12 meeting with the final agreement expected in early 2021.

Climate, Energy, and Environment Policy Committee (CEEPC) – At its September meeting, CEEPC members approved sending a draft resolution to the COG Board on a new 2030 regional climate goal and reviewed the draft 2030 Climate and Energy Action Plan. The draft plan’s comment period is open through October 16, 2020.

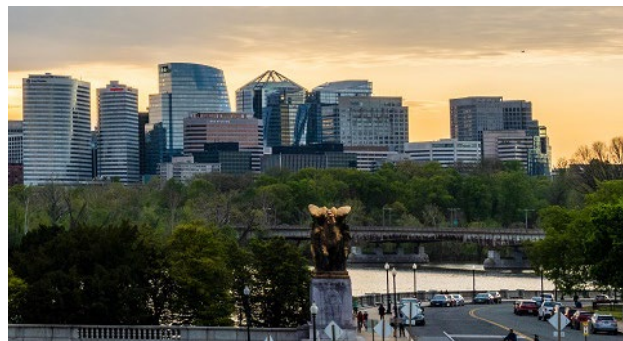
OUTREACH & PROGRAM HIGHLIGHTS

COG Presentations – COG Executive Director Chuck Bean spoke before the Gaithersburg City Council, and to the new Leadership Greater Washington class and the District of Columbia Committee of 100 about the challenges the region is facing in 2020, and several opportunities for regional collaboration ahead. COG Community and Planning Services Director Paul DesJardin and Planning Data and Research Program Director Timothy Canan participated on a ULI Washington Leadership Institute Panel on regional economic and transportation trends and planning initiatives.

Infrastructure Week 2020 – COG partnered with local water and wastewater utilities to celebrate this year’s infrastructure week with a video highlighting how essential water is to keeping metropolitan Washington healthy and safe.

Car Free Day 2020 – Despite the ongoing COVID-19 pandemic, residents, workers, and students participated in the annual Car Free Day on September 22 organized by COG’s Commuter Connections program. Residents participated by opting to take transit, carpool, bike, walk, or telework.

Visualize 2045 Public Opinion Survey – The TPB is conducting a public opinion survey to inform the 2022 update to Visualize 2045, the region’s long-range transportation plan. More than 24,000 people were invited to participate. As of October 5, nearly 1,300 people had completed the survey. The survey asks about changes in travel habits during the pandemic, and explores what residents want their transportation future to look like. Staff plan to present the findings to the TPB in December.



OZONE SEASON SUMMARY REVEALS RECORD LOW POLLUTION LEVELS

The region recorded just two days of unhealthy ‘Code Orange’ air quality in 2020 due to ground-level ozone and, including this year, has gone four out of the last five years without a Code Red day for ozone pollution.

[Read the news release](#)

Anacostia Watershed Survey – Members of COG's Anacostia Watershed Restoration Partnership are asking residents to take a brief survey about their local environment, to better understand residents' opinions and knowledge. The survey, open through October 19, will inform how the group communicates with residents. Take the [survey](#).

MEDIA HIGHLIGHTS

Survey finds telework is here to stay even after the pandemic – COG Commuter Connections Director Nicholas Ramfos highlights the results of the program's telework survey and what employers anticipate workplace operations to look like after the pandemic.

[WUSA9 story](#)

Local council of governments grapples with cross-jurisdiction contact tracing – COG Principal Health Planner Jennifer Schitter discusses how contact tracing data is being collected and shared across the region and what efforts are being made to enhance the process.

[WTOP story](#)

AGENDA ITEM #4

**AMENDMENTS TO THE
AGENDA**

AGENDA ITEM #5

APPROVAL OF THE MINUTES

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, D.C. 20002

MINUTES
COG Board of Directors Meeting
September 9, 2020

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Lionel Bernard, COG IT Director
Kate Stewart, COG Secretary-Treasurer
Julie Mussog, COG Chief Financial Officer
Denise Sockwell, Virginia Department of Health, Northern Virginia Epidemiologist
Jennifer Schitter, COG Principal Health Planner
Jon Stehle, COG Chesapeake Bay and Water Resources Policy Committee Chair
Chief David Huchler, COG Police Chiefs Committee Chair
Penny Gross, COG Climate, Energy and Environment Policy Committee Chair
Steve Walz, COG Director of Environmental Programs

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Vice Chair Christian Dorsey called the meeting to order at 12:00 P.M. and led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT

- A. An overview of the town hall series: Leaning into 2021: More Equitable, More Resilient.
- B. A brief overview of the Northern Virginia Affordable Housing Alliance Award.

3. EXECUTIVE DIRECTOR'S REPORT

COG Executive Director Chuck Bean briefed on coordinating regional messaging on the importance of the Census. Bean also discussed COG's increasing focus to integrate planning functions – transportation, housing, and climate change – and expressed appreciation for the strong example set by the executive committees of the COG Board and the TPB. Bean asked COG IT Director Lionel Bernard to provide an update on COG's telework and cybersecurity practices.

4. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

5. APPROVAL OF MINUTES

The minutes from the August 12, 2020 board meeting were approved.

- Abstentions: Neil Harris, Nancy Navarro, David Tarter

6. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R32-2020 – Resolution authorizing COG to receive a grant, procure, and enter into a contract to complete a homeless services regional racial equity analysis
- B. Resolution R33-2020 – Resolution endorsing the 2019 Annual Report on Crime and Crime Control
- C. Resolution R34-2020 – Resolution authorizing COG to procure and enter into a contract for source water protection consulting services
- D. Resolution R35-2020 – Resolution authorizing COG to procure and enter into a contract to analyze remotely sensed land cover data

ACTION: Approved Resolutions R32-2020 – R35-2020.

7. APPROVAL OF THE FY21 & FIVE-YEAR CAPITAL EXPENDITURE PLAN AND BUDGET

COG Secretary Treasurer Kate Stewart and COG Chief Financial Officer Julie Mussog briefed the board on and proposed the FY 2021 Capital Expenditure Budget and Five-Year Capital Expenditure plan.

ACTION: Received briefing and Approved Resolution R36-2020.

8. CONTACT TRACING: IMPORTANCE, STATUS & REGIONAL EFFORTS

Virginia Department of Health Northern Virginia Epidemiologist Denise Sockwell briefed the board on the benefits of successful contact tracing, strategies to enhance effective tracing, and how elected officials can provide their support. COG Principal Health Planner Jennifer Schitter informed the board of current efforts to securely share contact tracing data across the region and West Virginia.

ACTION: Received briefing.

9. FOOD AND AGRICULTURE REGIONAL MEMBER AD-HOC COMMITTEE

COG Chesapeake Bay and Water Resources Policy Committee Chair Jon Stehle presented a resolution establishing the Food and Agriculture Regional Member (FARM) Ad-Hoc Committee to address the need for a regional entity to facilitate policy and program actions affecting our agricultural sector and food systems.

ACTION: Received briefing and Approved Resolution R37-2020.

10. REGIONAL CRIME REPORT

COG Police Chiefs Committee Chair Chief David Huchler briefed the board on the results of the annual *Regional Crime Report* which collects and analyzes crime statistics for metropolitan Washington.

ACTION: Received briefing.

11. 2030 GREENHOUSE GAS EMISSIONS REDUCTION TARGET AND ACTION PLAN

COG Climate, Energy and Environment Policy Committee Chair Penny Gross and COG Director of Environmental Programs Steve Walz briefed the board on the proposed interim 2030 regional goal to reduce greenhouse gas emissions and actions being considered for the 2030 Climate and Energy Acton Plan.

ACTION: Received briefing.

12. OTHER BUSINESS

There was no other business.

13. ADJOURN

Upon motion duly made and seconded, the meeting was adjourned at 2:00 P.M.

September 9, 2020 Attendance

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<i>District of Columbia</i>				
Executive	Hon. Muriel Bowser		Ms. Beverly Perry Mr. Wayne Turnage Ms. Lucinda Babers	Y
	Mr. Kevin Donahue		Eugene Kinlow	
Council	Hon. Phil Mendelson			
	<i>Hon. Robert White</i>	Y		
<i>Maryland</i>				
Bowie	Hon. Tim Adams	Y		
Charles County	Hon. Reuben Collins	Y	Thomasina Coates Gilbert Bowling	
City of Frederick	Hon. Michael O'Connor	Y		
Frederick County	Hon. Jan Gardner		Ms. Joy Schaefer	Y
College Park	Hon. Monroe Dennis		Hon. Patrick Wojahn	
Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	Y
Greenbelt	Hon. Colin Byrd	Y	Hon. Emmett Jordan	(P)
Laurel	Hon. Craig Moe	Y	Bill Goddard	(P)
Montgomery County				
Executive	Hon. Marc Elrich	Y	Mr. Richard Madaleno	(P)
Council	Hon. Tom Hucker	Y		
	Hon. Nancy Navarro	Y		
Prince George's County				
Executive	Hon. Angela Alsobrooks		Mr. Major F. Riddick	
Council	<i>Hon. Derrick Leon Davis</i>			
	Hon. Sydney Harrison	Y		
Rockville	Hon. Bridget Donnell Newton	Y		
Takoma Park	Hon. Kate Stewart	Y	Hon. Cindy Dyballa Hon. Peter Kovar	
Maryland General Assembly	Hon. Brian Feldman			
<i>Virginia</i>				
Alexandria	Hon. Justin Wilson	Y	Hon. Redella Pepper	
Arlington County	<i>Hon. Christian Dorsey</i>	Y		
City of Fairfax	Hon. David Meyer		Jon Stehle	Y
Fairfax County	Hon. Jeff McKay		Hon. James Walkinshaw	
	Hon. Penelope Gross	Y	Hon. Daniel Storck	
	Hon. Rodney Lusk	Y	Hon. Walter Alcorn	
Falls Church	Hon. David Snyder		Hon. David Tarter	Y
Loudoun County	Hon. Juli Briskman	Y	Rey Banks (Chief of Staff)	
Loudoun County	Hon. Phyllis Randall	Y		
Manassas	Hon. Mark Wolfe	Y		
Manassas Park	Hon. Hector Cendejas	Y	Hon. Miriam Machado	
Prince William County	Hon. Ann Wheeler	Y		
	Hon. Andrea Bailey	Y		
Virginia General Assembly	Hon. George Barker			

Y = Present, voting

(P) = Present as Alternate in addition to Primary

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

ADOPTION OF CONSENT AGENDA ITEMS

A. RESOLUTION APPROVING APPOINTMENTS TO THE COG 2021 NOMINATING COMMITTEE

The board will be asked to adopt Resolution R38-2020 approving the appointments to the 2021 Nominating Committee. The Nominating Committee is appointed annually with the task of nominating the three members of the executive committee of the Board of Directors and the four corporate officers. The Nominating Committee is comprised of seven members, balanced geographically among the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and chaired by the current COG Board Chairman. Recommended individuals to serve on the 2021 Nominating Committee are as follows:

Derrick L. Davis, Prince George's County (Committee Chair)
Reuben Collins, Charles County
Phil Mendelson, District of Columbia
David Meyer, City of Fairfax
Craig Moe, City of Laurel
Beverly Perry, District of Columbia
Phyllis Randall, Loudoun County

RECOMMENDED ACTION: Adopt Resolution R38-2020.

B. RESOLUTION APPROVING APPOINTMENTS TO THE COG 2021 LEGISLATIVE COMMITTEE

The board will be asked to adopt Resolution R39-2020 authorizing the appointments to the 2021 Legislative Committee. The Legislative Committee is appointed annually with the task of reviewing and proposing an advocacy platform that outlines the region's federal and state policy priorities for the calendar year. The Legislative Committee is comprised of individuals from each of COG's policy committees and boards. Recommended individuals to serve on the 2021 Legislative Committee are as follows:

Christian Dorsey, COG Board of Directors (Committee Chair)
Charles Allen, Transportation Planning Board
Andrea Bailey, Human Services Policy Committee
Robert Day, Metropolitan Washington Air Quality Committee
Penny Gross, Climate, Energy, and Environment Policy Committee
Laurie Ann Sayles, Chesapeake Bay and Water Resources Committee
Roger Wilson, Region Forward Coalition

RECOMMENDED ACTION: Adopt Resolution R39-2020.

C. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO CONDUCT A FLOW ANALYSIS OF THE POTOMAC INTERCEPTOR

The board will be asked to adopt Resolution R40-2020 authorizing the Executive Director, or his designee, to expend COG funds from the Blue Plains Intermunicipal Agreement Committee Work Program as authorized in the Blue Plains Work Program and Budget in the amount of \$107,121. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to perform additional model calibration during wet weather to support the capacity evaluation being conducted.

RECOMMENDED ACTION: Adopt Resolution R40-2020.

D. RESOLUTION APPROVING APPOINTMENTS TO THE COG FARM AD-HOC COMMITTEE

The board will be asked to adopt Resolution R41-2020 approving the following appointments to the Food and Agriculture Regional Member (FARM) Ad-Hoc Committee. FARM will bring together twelve COG members with another thirteen subject matter experts in food and agriculture from the District of Columbia, Maryland and Virginia for one year to address the issues detailed in R37-2020 with possible extension by the Board. It will be chaired by elected officials from the District of Columbia, Maryland and Virginia. Recommended individuals to serve on the FARM Committee for a one year term are as follows:

Mary Cheh, District of Columbia (Committee Chair)
Craig Rice, Montgomery County (Committee Vice Chair)
Jon Stehle, City of Fairfax (Committee Vice Chair)
Gilbert B.J. Bowling, Charles County
Libby Garvey, Arlington County
Penny Gross, Fairfax County
Sydney J. Harrison, Prince George's County
Amy Jackson, City of Alexandria
Caleb A. Kershner, Loudoun County
Ann B. Wheeler, Prince William County

RECOMMENDED ACTION: Adopt Resolution R41-2020.

E. RESOLUTION RECOGNIZING NATIONAL CYBERSECURITY AWARENESS MONTH IN THE METROPOLITAN WASHINGTON REGION

The board will be asked to adopt Resolution R42-2020 recognizing the month of October as National Cybersecurity Awareness Month in the metropolitan Washington region and encouraging COG member jurisdictions to adopt similar proclamations in support of National Cybersecurity Awareness Month. Maintaining the security of cyberspace is a shared responsibility in which each member jurisdiction has a critical role to play, and awareness of computer security essentials will improve the security of our region's information, infrastructure, and economy. COG recognizes it has a vital role in bringing together the governments of the National Capital Region (NCR) to help identify, protect its citizens from, and respond to cyber threats that may have significant impact to our individual and collective security and privacy. Information systems and technology are a core function of the infrastructure of our member governments, and support the region's economy and various system areas, including but not limited to financial services, health care, emergency response systems, energy, telecommunications, transportation, and utilities. October has been proclaimed as National Cyber Security Awareness Month; and all citizens and organizations are encouraged to learn about cybersecurity and put that knowledge into practice in their homes, schools, workplaces, and businesses.

RECOMMENDED ACTION: Adopt Resolution R42-2020.

AGENDA ITEM #7

FY2022 MEMBER DUES RECOMMENDATION

FY2022 MEMBER DUES AND REGIONAL FEES

Creating a Region Where Everyone Can Live and Thrive

COG Board of Directors
October 14, 2020



Metropolitan Washington
Council of Governments

Table of Contents

Introduction	Page 3
FY2022 Member Dues	Page 10
FY2022 Regional Water and Environmental Funds	Page 24
FY2022 Regional Public Safety Fund	Page 30
Summary: Member Dues and Regional Fees	Page 34
Appendix: Tables by Jurisdiction	Page 35

COG: The Hub for Regional Partnership

- The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association with a membership of more than 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.
- Metropolitan Washington is a diverse region, home to more than five million people and one of the nation's largest economies.
- COG is home to the National Capital Region Transportation Planning Board (TPB), the region's federally designated Metropolitan Planning Organization, and the Metropolitan Washington Air Quality Committee.
- More than **1,500 officials and experts** come to COG each month to make connections, share information, and develop solutions to the region's major challenges.



FY2022: Member Dues and Regional Fees | 3
October 14, 2020

COG's Region Forward Vision

For more than 60 years, COG has been the hub for regional partnership.

Guided by its **Region Forward Vision**, COG continually strives for a more prosperous, accessible, livable, sustainable, and equitable future for all residents.

Together, we're working toward:

- Walkable, mixed-use communities with housing and transportation choices.
- Healthy air, water, and land, abundant renewable energy sources, and a smaller carbon footprint.
- Supporting a resilient economy with opportunities for all.
- Vibrant, safe, and healthy neighborhoods.



FY2022: Member Dues and Regional Fees | 4
October 14, 2020

Year-Round Member Benefits

- Monthly meetings where members and subject matter experts **make connections** and develop consensus on issues to improve the region's quality of life.
- Access to COG research, publications, data, and planning documents.
- Consultation with COG staff and contacts, primed to help members think regionally, and act locally.
- Ongoing participation in local and regional forums, conferences, and a voice in shaping regional priorities and actions.
- Meetings and events adapted to a virtual format in response to member needs during COVID-19 pandemic.



COG Board of Directors Leadership, Vice Chairs Christian Dorsey (Arlington County) and Robert C. White, Jr. (District of Columbia), and Chair Derrick L. Davis (Prince George's County).

Member Savings

COG harnesses the purchasing power of member jurisdictions to save them time and money.

- Fuel contracts leverage 40+ million gallons of buying power annually.
- Road salt contracts leverage over 100,000 tons of buying power annually.

COG continually seeks out cooperative purchasing opportunities for members, like these contracts:

- Procurement of self-contained breathing apparatus for fire departments.
- Public safety radios for police and fire departments.
- Bottled water for local schools.
- Procurement of planning contracts and health and wellness training for police, fire and health departments.



COG Leadership and Members

COG Corporate Officers

Phyllis Randall, President
Loudoun County

Muriel Bowser, 1st Vice President
District of Columbia

Nancy Navarro, 2nd Vice President
Montgomery County

Kate Stewart, Secretary-Treasurer
City of Takoma Park

COG Board of Directors Leadership

Derrick L. Davis, Chair
Prince George's County

Christian Dorsey, 1st Vice Chair
Arlington County

Robert C. White, Jr., 2nd Vice Chair
District of Columbia

Member Governments

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

Transportation Planning Board Leadership

Kelly Russell, Chair
City of Frederick

Charles Allen, 1st Vice Chair
District of Columbia

Pamela Sebesky, 2nd Vice Chair
City of Manassas

Metropolitan Washington Air Quality Committee Leadership

Brandon Todd, Chair
District of Columbia

Robert Day, Vice Chair
City of College Park

Members Engage in Regional Planning

COG supports policy and technical committees that serve the interests of its member jurisdictions and the entire region, including:

- Anacostia Watershed Steering Committee
- **Chesapeake Bay & Water Resources Policy Committee**
- Chief Administrative Officers Committee
- Chief Information Officers Committee
- Chief Purchasing Officers Committee
- Child Welfare Directors
- Clean Air Partners Board of Directors
- **Climate, Energy, and Environment Policy Committee**
- Community Engagement Campaign
- Community Forestry Network
- Emergency Managers Committee
- Fire Chiefs Committee
- Health Officials Committee
- Homeland Security Executive Committee
- Homeless Services, Planning, & Coordinating Committee
- Housing Directors Advisory Committee
- **Human Services Policy Committee**
- I-95 Landfill Committee
- **NCR Emergency Preparedness Council**
- Planning Directors Technical Advisory Committee
- Police Chiefs Committee
- Public Information Officers
- Recycling Committee
- **Region Forward Coalition**
- Regional Tree Canopy Workgroup
- Snow/Winter Weather Briefings Committee
- Solid Waste Managers Group
- Water Resources Technical Committee

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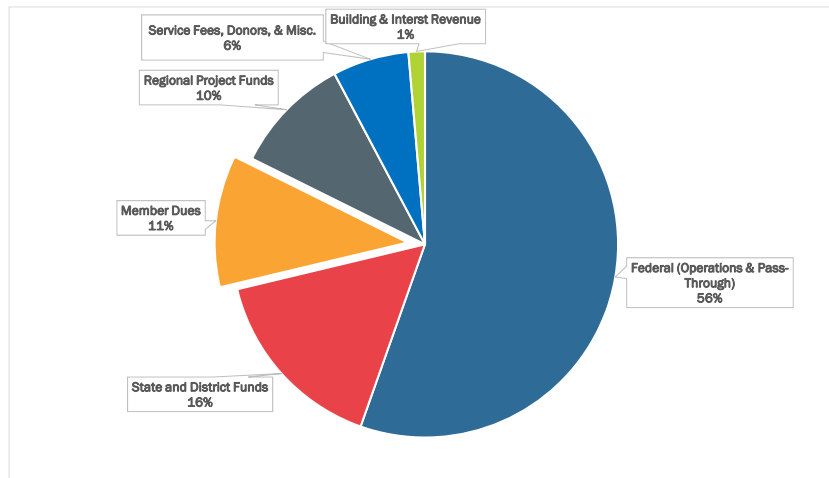
Member Dues

- Member Dues Leveraging Federally Sourced Funds
- Member Dues Providing Primary Program Support
- Member Dues Leveraging Additional Resources
- Additional Member Services, Benefits, Outreach, and Forums

Throughout 2020, communication and information sharing among local government leaders through COG has aided the region's response to COVID-19.
(dmbosstone/Flickr)

FY2022: Member Dues and Regional Fees | 10
October 14, 2020

Member Dues Provide 11% of Total COG Resources



FY2022: Member Dues and Regional Fees | 11
October 14, 2020

Member Dues Leveraging Federally Sourced Funds

Deliverables:

- Convene and staff the Transportation Planning Board, with representation from all member jurisdictions.
- Conduct federally mandated metropolitan transportation planning activities to ensure flow of federal transportation funds to local, regional, and state transportation agencies.
- Undertake studies, data collection, and analyses activities to inform transportation decision making at regional and local levels.
- Meet the requirements that allow member jurisdictions to receive and utilize Homeland Security funding.



In 2020, the TPB approved \$9.5 million in funding for 24 local and regional grants under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. (Community Support Services)

FY2022: Member Dues and Regional Fees | 12
October 14, 2020

Member Dues Leveraging Federally Sourced Funds

- 36% of Member Dues
- For these programs, each \$1.00 in member dues leverages \$8.35 in direct federal funding.

	Member Dues	Direct Federal	District & States	Regional Funds	Other	Total Resources
Regional Transportation Planning (UPWP)	1,529,700	12,237,500	1,529,700		1,700	15,298,600
Homeland Security Staff Support	129,600	1,550,000		560,000	40,000	2,279,600
Continuous Airport Systems Planning	21,000	250,000				271,000
Total	1,680,300	14,037,500	1,529,700	560,000	41,700	17,849,200

Member Dues Providing Primary Program Support

Deliverables:

- Convene regional health directors and coordinate response to health emergencies.
- Support regional economic development initiatives, including examining the region's shortage of affordably priced housing through an economic competitiveness lens.
- Conduct annual point-in-time count of homeless persons, with results and analysis.



COG's *Homelessness in Metropolitan Washington* report recorded the fewest number of persons experiencing homelessness since the count began in 2001.

Member Dues Providing Primary Program Support

- 16% of Member Dues
- \$762,000 supports regional coordination and planning efforts, where other funding is limited or not available.

	Member Dues	Other	Total
Health Planning & Community Svc.	346,000	25,500	371,500
Housing Opportunities	241,000		241,000
Regional Incident System (RICCS)	175,000		175,000
Total	762,000	25,500	787,500

Member Dues Leveraging Additional Resources

Deliverables:

- Prepare annual employment, population, and household forecasts by traffic analysis zone.
- Advance regional efforts to restore local waterways, reduce air pollution, increase renewable energy use, promote recycling, and enhance the region's tree canopy and agriculture.
- Conduct pedestrian and bicycle safety campaign.
- Award grants for transportation alternatives and transportation land use connection projects.
- Convene regional Fire Chiefs, Corrections Officers, Emergency Managers, and Police Chiefs to address areas of mutual concern.
- Coordinate services to address emergency and severe weather situations.
- Evaluate the region's climate progress and develop the 2030 Climate Action Plan.



COG, in partnership with our region's environmental departments, provides daily air quality forecasts, and continues to track the region's air quality progress, which has shown great improvement over the last few decades. (dmbosstone/flickr)

See also the Regional Environmental, Water, and Public Safety Funds section (page 24).

Member Dues Leveraging Additional Resources

- 32% of Member Dues
- \$1.5 million in Member Dues leverages \$5.7 million from various funding sources, and provides baseline resources to ensure continuity of programs

	Member Dues	Federal, District & States	UPWP Funds (1)	Regional Funds (2)	Other	Total
Regional Environmental Resources Planning	446,600	-	-	527,300	25,000	998,900
Regional Planning & Coordination	284,200	-	550,000	-	-	834,200
Regional Air Quality Attainment Planning (1)	178,800	175,000	174,600	-	-	528,400
Regional Public Safety Planning	178,200	-	61,200	-	45,000	284,400
Regional Water Resources Management	51,200	-	-	1,370,500	-	1,421,700
Drinking Water Quality, Security & Response	52,200	-	-	100,000	-	152,200
Anacostia Watershed Program & Projects	95,700	380,000	-	-	420,000	895,700
Clean Air Partners	60,200	470,000	-	-	130,000	660,200
Air Quality Index, Monitoring & Forecasting	45,100	25,000	-	-	-	70,100
Street Smart Safety Education Campaign	65,000	620,000	-	-	200,000	885,000
Agriculture and Forestry Management	30,000	-	-	160,700	290,000	480,700
Total	1,487,200	1,670,000	785,800	2,158,500	1,110,000	7,211,500

(1) Included in Regional Transportation Planning Program total on page 13
 (2) Regional Environmental and/or Regional Water Funds - See separate section starting on page 24

Additional Membership Services, Benefits, Outreach, and Forums

Deliverables:

- Save members money through COG's Cooperative Purchasing Program, including cooperative bids and contract riding opportunities. Vendor-paid fees are helping to support the budget.
- Support of initiatives that diversify the economy, promote economic resiliency, and benefit the current and future workforce.
- Member-driven legislative advocacy and development of partnerships and peer-exchanges with the area business community and non-profits, and other regions.
- Spotlight COG members, partners, and major initiatives utilizing a variety of communications tools.



Over the last year, COG's inaugural regional Racial Equity Cohort, an initiative held in partnership with the Government Alliance on Race and Equity (GARE), brought together 100 local government staff to normalize conversations about race, and encourage new policies and practices that advance racial equity.

Additional Member Services, Benefits, Outreach, and Forums

- 16% of Member Dues
- \$735,000 is available to support COG as a membership organization by coordinating and conducting cooperative purchasing, providing leadership training, convening and staffing the Board of Directors and other regional officials, sponsoring special studies and reports, creating and maintaining regional and national partnerships, and representing regional interests to the public and media.

	Member Dues	Interest & Bldg Revenue	Other	Total
Member Relations	254,600			254,600
Public/Media Relations & Communications	214,500			214,500
Cooperative Purchasing	110,300		75,000	185,300
Executive Office, Governance and Special Reports	102,800	650,000	119,200	872,000
Institute for Regional Excellence	52,800		120,000	172,800
Total	735,000	650,000	314,200	1,699,200

FY2022: Member Dues and Regional Fees | 19
October 14, 2020

Assessment Rate Reduction for FY2022

The assessment rate for FY2022 is reduced by half a cent from the FY2021 rate. A combination of one-time and permanent cost reductions enables COG to reduce the assessment rate and still fully fund FY2022 programs and initiatives.

COG Assessment Rate
Decrease of \$0.005 (0.65%), from \$0.775 to \$0.770

FY2022: Member Dues and Regional Fees | 20
October 14, 2020

FY2022 Member Dues

The FY2022 member dues increase is based on a forecast of general operating expenses and estimated changes in revenue and federal match requirements.

COG Member Dues
Increase of \$108,443 (2.38%), from \$4,556,011 to \$4,664,454

Basis for the increase: Increase in required match for Federal programs, and general cost increases.

A table with the dues amount for each jurisdiction is included in the Appendix.

FY2022 Member Dues by Category

Member Dues Leveraging Federally Sourced Funds	1,680,300	36%
Member Dues Providing Primary Program Support	762,000	16%
Member Dues Leveraging Additional Resources	1,487,200	32%
Additional Member Services, Benefits, Outreach, & Forums	735,000	16%
Total Member Dues FY2022	4,664,500	
Rounding Adjustment	(46)	
Total Member Dues FY2022	4,664,454	

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A banner image featuring a wooden pier extending into a body of water at dusk. The sky is a deep blue with a hint of orange from the setting sun. The pier's reflection is clearly visible in the calm water.

Regional Water and Environmental Funds

Regional Water Fund

Deliverables:

- Represent the region in the Chesapeake Bay Program.
- Support local stormwater management programs and compliance with stormwater permits.
- Assist water utilities with implementing resiliency and source water protection plans.
- Manage the region's Water and Wastewater Agency Response Network (WARN).
- Run the Wise Water Use Campaign, including Protect Your Pipes and the Drug Take Back Campaign.
- Implement the regional drought management plan.

FIVE THINGS TO KNOW ABOUT YOUR WATER

1. Your tap water is safe, clean, and ready to drink.
2. The Potomac River is the region's major source of drinking water.
3. You can protect the water in your local streams by reducing polluted runoff from your yard and pavement.
4. Facial tissues, paper towels, and "flushable" wipes aren't actually flushable and can cause costly damage.
5. If you've noticed a rate increase on your water utility bill, it's to continue delivering quality service.

48% of survey respondents choose tap water most of the time.

Drinking Water and Wastewater Survey Results:
mwcog.org/watersurvey

COG worked with area utilities and governments on the Community Engagement Campaign on its annual Drinking Water and Wastewater Survey of area residents.

Regional Water Fund

- Two-thirds is paid by water and sewer utilities to protect the area's water quality and condition of its wastewater and drinking water infrastructure, and to represent the interests of local governments and water utilities as federal and state actions become increasingly complex and regulatory in nature.

	Regional	Regional	COG		Total
	Water Fund (1)	Environ Fund	Member Dues (2)	Other	
Water Resources Management	1,350,000	20,500	51,200		1,421,700
Drinking Water Quality, Security & Response	100,000		52,200	440,000	592,200
Agriculture & Forestry Management	82,000	78,700	30,000	290,000	480,700
Community Engagement Campaign	45,000			120,000	165,000
Regional Water Fund FY2022	1,577,000	99,200	133,400	850,000	2,659,600

(1) Two-thirds of the Regional Water Fund is paid by water and sewer utilities
(2) Included in the Proposed Member Dues on page 34

Regional Environmental Fund

Deliverables:

- Assist local and regional entities in implementing the Climate and Energy Action Plan.
- Provide analysis and assessments that support energy system planning and resiliency for the region's critical infrastructure.
- Support local and regional recycling programs and public education campaigns.
- Coordinate the Food Policy Council and sustainable farm to table expansion.
- Expand availability of energy financing solutions.
- Support purchase and installation of electric vehicles and infrastructure.
- Support local and regional actions to expand the urban tree canopy.



Economic hardship, especially brought on by the COVID-19 pandemic, has increased instances of food insecurity in the region. COG's new food and agriculture committee is working on this issue, and determining a path forward on many pressing food and agriculture challenges.
(Montgomery County)

Regional Environmental Fund

- \$764,700 for special projects focused on facilitating the deployment of renewable energy, removing barriers to implementation of solutions, and installing technology solutions to reduce greenhouse gas emissions.

	Regional Environ Fund	COG		Total
		Member Dues (1)	Other	
Environmental Resources Planning	527,300	446,600	25,000	998,900
Recycling & Solid Waste	138,200		50,000	188,200
Agriculture & Forestry Management	78,700	30,000	372,000	480,700
Water Resources Management	20,500	51,200	1,350,000	1,421,700
Regional Environmental Fund FY2022	764,700	527,800	1,797,000	3,089,500

(1) Included in the Proposed Member Dues on page 34

FY2022 Fee Structure: Regional Water and Environmental Funds

The fee increases for FY2022 are based on a forecast of general operating expenses and estimated changes in revenue and matching requirements for sponsor funds.

Regional Water Fund

Increase of \$36,597 (2.38%), from \$1,540,459 to \$1,577,056

Regional Environmental Fund

Increase of \$17,776 (2.38%), from \$746,903 to \$764,679

Basis for increases:

- Regional fees are increased in proportion to the annual dues increase, to maintain the balance between funding sources.

A table with the fees for each jurisdiction is included in the Appendix.



Regional Public Safety Fund

Deliverables:

- Provide public safety support to the CAOs and supporting committees in identified focus areas.
- Facilitate and update regional agreements including regional mutual aid.
- Develop and update regional public safety policies.
- Support regional public safety programs funded by local governments.
- Design and implement new regional leadership training program.



(Arlington County Fire Department)

Regional Public Safety Fund

- The Regional Public Safety Fund was created in FY2020 to provide a sustainable solution for the region to support its long-term public safety needs.

The fee increases for FY2022 are based on a forecast of general operating expenses.

Regional Public Safety Fund
Increase of \$13,281 (2.38%), from \$556,982 to \$570,263

Basis for increases:

- Regional fees are increased in proportion to the annual dues increase.

A table with the fees for each jurisdiction is included in the Appendix.

FY2022 Fee Structure: Regional Public Safety Fund

The base budget of \$531,500 for the fund will be shared among core participants on a per-capita basis. Core participants are City of Alexandria, Arlington County, District of Columbia, Fairfax County, Loudoun County, Montgomery County, Prince George's County, and Prince William County.

Other COG members have joined in this initiative and provide additional funding and capacity. For jurisdictions with populations exceeding 51,000, the FY2022 per capita rate is 10.2 cents. For jurisdictions with populations of 51,000 or less, the fee for FY2022 is set at a flat rate of \$5,318.

A table with the fee for each participating jurisdiction is included in the Appendix.

Summary: FY2022 Member Dues and Regional Fees

	Proposed FY2022	Budget FY2021	Increase
Member Dues	4,664,454	4,556,011	108,443
Regional Environmental Fund	764,679	746,903	17,776
Regional Water Fund	1,577,056	1,540,459	36,597
Regional Public Safety Fund	570,263	556,982	13,281
Total	7,576,452	7,400,355	176,097
Population Estimate	6,188,700	6,145,900	42,800
Per Capita Rate	0.770	0.775	(0.005)
Population X Per Capita Rate	4,765,299	4,763,073	2,227
Adjust for Adjunct Members (50%)	(11,781)	(11,083)	(698)
Adjust for 6% Cap (same as FY21)	(89,064)	(195,979)	106,915
Member Dues Assessment	4,664,454	4,556,011	108,444

Appendix

- Member Dues by Jurisdiction
- Regional Fund Fees by Jurisdiction

Member Dues by Jurisdiction

Metropolitan Washington Council of Governments				FY2021 Assessment Rate:	0.775	Increase of
PROPOSED FY2022 Schedule of Membership Dues				FY2022 Assessment Rate:	0.770	-0.65%
Jurisdiction	POPULATION FIGURES			DUES AMOUNT		
	FY2021 Population Estimate	FY2022 Population Estimate	Compare to FY2021	FY2022 Adjusted Contribution (1)	FY2022 Increase (Decrease)	FY2022 Percent Increase
Alexandria, City of	160,800	162,500	1.06%	\$ 125,125	\$ 505	0.41%
Arlington County	240,500	242,800	0.96%	\$ 186,956	\$ 568	0.30%
Bladensburg, Town of (adj)	9,600	9,600	0.00%	\$ 3,696	\$ (24)	-0.65%
Bowie, City of	60,200	60,700	0.83%	\$ 46,739	\$ 84	0.18%
Charles County	167,200	171,500	2.57%	\$ 132,055	\$ 2,475	1.91%
College Park, City of	33,000	32,200	-2.42%	\$ 24,794	\$ (781)	-3.05%
District of Columbia	724,300	720,700	-0.50%	\$ 554,939	\$ (6,394)	-1.14%
Fairfax County	1,171,100	1,185,000	1.19%	\$ 912,450	\$ 4,847	0.53%
Fairfax, City of	26,300	27,000	2.66%	\$ 20,790	\$ 438	2.15%
Falls Church, City of	14,800	14,700	-0.68%	\$ 11,319	\$ (151)	-1.32%
Frederick County	270,400	276,100	2.11%	\$ 162,845	\$ 9,218	6.00%
Frederick, City of	80,900	73,700	-8.90%	\$ 56,749	\$ (1,676)	-2.87%
Gaithersburg, City of	71,500	71,600	0.14%	\$ 55,132	\$ (281)	-0.51%
Greenbelt, City of	23,900	23,900	0.00%	\$ 18,403	\$ 546	3.06%
Hyattsville, City of (adj)	19,000	21,000	10.53%	\$ 7,805	\$ 442	6.00%
Laurel, City of	26,300	25,700	-2.28%	\$ 19,789	\$ (594)	-2.91%
Loudoun County	433,100	438,200	1.18%	\$ 317,406	\$ 17,966	6.00%
Manassas Park, City of	17,000	17,800	4.71%	\$ 13,706	\$ 531	4.03%
Manassas, City of	44,100	43,700	-0.91%	\$ 33,649	\$ (529)	-1.55%
Montgomery County	1,059,000	1,066,100	0.67%	\$ 820,897	\$ 38,275	4.89%
Prince George's County	926,100	929,100	0.32%	\$ 696,383	\$ 39,418	6.00%
Prince William County	475,100	482,200	1.49%	\$ 371,294	\$ 3,091	0.84%
Rockville, City of	73,400	74,600	1.63%	\$ 57,442	\$ 557	0.98%
Takoma Park, City of	18,300	18,300	0.00%	\$ 14,091	\$ (92)	-0.65%
Totals	6,145,900	6,188,700	0.70%	\$ 4,664,454	\$ 108,439	2.38%

(1) Adjusted Contribution is calculated by multiplying the adjusted population by the approved rate, limited to 6% annual increase per jurisdiction.

Regional Fund Fees by Jurisdiction

FY2022 REGIONAL FUNDS Proposed Fee Schedule by Jurisdiction	Regional Water Fund (1)	Regional Environmental Fund	Regional Public Safety Fund (2)	Total Regional Funds	Change from FY21			
					Regional Water Fund	Regional Environmental Fund	Regional Public Safety Fund	Total Regional Funds
Alexandria, City of	31,089	22,393	16,525	70,007	-581	173	440	1,194
Arlington County	46,452	33,458	24,691	104,601	974	224	634	1,832
Bladensburg, City of	-	-	-	-	-	-	-	-
Bowie, City of (WSSC)	11,613	8,296	-	19,909	344	176	-	520
Charles County	-	-	17,493	17,493	-	-	439	439
College Park, City of (WSSC)	6,160	4,437	5,318	15,915	(172)	(123)	124	(171)
District of Columbia (DC Water)	315,424	99,314	73,289	488,028	7,024	(774)	838	7,089
Fairfax County	315,424	163,296	120,504	599,224	7,024	1,466	3,360	11,850
Fairfax, City of	5,152	3,721	-	8,872	292	98	-	389
Falls Church, City of	2,812	2,026	-	4,838	87	(19)	-	68
Frederick County	-	-	-	-	-	-	-	-
Frederick, City of	-	-	-	-	-	-	-	-
Gaithersburg, City of (WSSC)	13,698	9,867	-	23,565	132	(13)	-	119
Greenbelt, City of (WSSC)	4,521	3,293	5,318	13,132	256	114	124	494
Hyattsville, City of	-	-	-	-	-	-	-	-
Laurel, City of	-	-	-	-	-	-	-	-
Loudoun County (Loudoun Water)	83,835	60,385	44,561	188,781	3,121	2,088	1,238	6,447
Manassas, City of	-	-	5,318	5,318	-	-	124	124
Manassas Park, City of	-	-	-	-	-	-	-	-
Montgomery County (WSSC)	315,424	146,911	108,413	570,749	7,024	7,692	2,482	17,199
Prince George's County (WSSC)	315,424	128,032	94,481	537,938	7,024	5,748	1,844	14,617
Prince William County	92,253	66,448	49,036	207,737	2,475	796	1,512	4,783
Rockville, City of	14,272	10,280	-	24,552	-419	137	-	556
Takoma Park, City of (WSSC)	3,501	2,522	5,318	11,341	(10)	(7)	124	107
TOTAL	1,577,056	764,679	570,263	2,911,999	36,597	17,776	13,281	67,655

(1) Where indicated, water and sewer utilities support the Regional Water Fund on behalf of the local jurisdiction.
 (2) Additional jurisdictions may opt into the Regional Public Safety Fund before the start of FY2022.

FY2022: Member Dues and Regional Fees | 37
 October 14, 2020

Chuck Bean

COG Executive Director
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Julie Mussog

Chief Financial Officer
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777 North Capitol Street NE, Suite 300
 Washington, DC 20002

Resolution R43-2020
October 14, 2020

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET NE
WASHINGTON, DC 20002**

RESOLUTION ADOPTING THE FY-2022 COG MEMBER FEE ASSESSMENTS

WHEREAS, COG bylaws require that assessment of the annual fee for all members and other participating governments and agencies be fixed no later than January 31 for the subsequent fiscal year beginning July 1; and

WHEREAS, the Budget and Finance Committee comprised of the COG Board Executive Committee, the Chairs of the Transportation Planning Board and the Metropolitan Washington Air Quality Committee, and the COG Secretary Treasurer and Corporate President, reviewed and approved the proposed FY-2022 COG member fees; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board approves the proposed FY-2022 member fee assessment, and corresponding regional fund fees, as recommended by the Budget and Finance Committee. Staff is furthermore directed to transmit the assessment to member jurisdictions and ask that the proposed assessments be integrated into local government FY-2022 budgets.

AGENDA ITEM #8

ALLOCATION OF ADDITIONAL FEDERAL FUNDS TO STATE AND LOCAL TRANSPORTATION SYSTEMS

October 14, 2020

Re: Emergency federal funds for state and local highway and public transportation systems

Dear Members of the Congressional Delegation for the District of Columbia, Northern Virginia, and suburban Maryland:

We write to you on behalf of the Metropolitan Washington Council of Governments and the National Capital Region Transportation Planning Board, representing 24 local governments in northern Virginia, suburban Maryland and the District of Columbia – home to over 6 million residents and the seat of the federal government, with hundreds of thousands of employees and contractors serving the country.

As the country continues to battle the health and economic impacts of the pandemic, emergency stabilization funding to local governments is essential to sustained operations. We urge you to support targeted federal transportation infrastructure investments at the local level, as the country recovers from the economic consequences of the COVID-19 pandemic. As you are aware, the current pandemic has severely impacted the economy at local, regional, and state levels and taken an incredible toll on our local governments, who traditionally spend substantial portions of their budgets on transportation infrastructure and services. Transportation projects and service are critical to promote economic growth, create jobs and help prepare communities for a safer future. Public transportation service, in particular, is a lifeline for essential workers, especially in the National Capital Region, and critical to our economic health and well-being.

We urge you to support the following federal investments to support our region, and the nation's transportation system:

- **\$32 Billion in Emergency Federal Funds for Transit Agencies including the Washington Metropolitan Area Transit Authority (WMATA):** with unprecedented drops in ridership and losses in revenue transit agencies nationally need \$32 billion in emergency funds to avoid damaging service and jobs cuts and minimize economic hardship. When the CARES Act funding runs out, transit agencies, including WMATA, will be forced to cut transit service and furlough or lay off workers or redistribute capital funds, intended for repairs and expansion, to operating budgets. Both options will seriously harm the viability, safety, and reliability of transit service in the short and long term, but more importantly, it will harm the riders, businesses, and regional economies and workers that depend on transit.
- **\$37 Billion in Emergency Federal Funds for State Departments of Transportation:** additional funding of \$37 billion should be allocated to state departments of transportation to support the maintenance and essential surface transportation projects for roads and highways at the local, state and regional. It is reported that because of impact on state and local revenues, \$8.6 billion in surface transportation projects have been delayed or cancelled, with more on the horizon absent any clear sign of support from the federal government.

The allocation of additional federal funding is essential to avoid any further cutbacks at the local level that would undermine the readiness of the transportation system to support economic recovery. We urge these funds be provided to local areas of all sizes and we that the funds be

provided at 100% federal share to reduce the burden on local areas, given the depletion of local budgets from COVID-19 pandemic, and to ensure the availability to utilize these funds during times of critical challenges to local budgets.

Transportation investments are proven to promote economic growth, create jobs, and help prepare communities for a safer future. While the above emergency funding is critical, the passage of a new surface transportation authorization, or long-term continuation of the FAST Act, is vital to ensure financial stability and enable state and local investment in the state of good repair and operations of the region's highway and transit systems. Given the significant disruption in people's travel behavior and commercial activities, efforts need to be made that the funding associated with the new surface transportation authorization are not impacted by this economic disruption and its impacts on highway and public transportation travel.

We look forward to working with you to support transportation investments that create jobs and is essential to facilitate economic recovery. We commend your leadership as you work to ensure our communities and transportation systems receive the support they need. We welcome the opportunity to discuss this issue further with your team. If you have any questions, please reach out to COG's Executive Director Chuck Bean at cbean@mwkog.org or (202)962-3260.

Sincerely,

Derrick L. Davis
Chair, COG Board of Directors
Councilmember, Prince George's County

Kelly Russell
Chair, Transportation Planning Board
Alderman, City of Frederick

Christian Dorsey
Vice Chair, COG Board of Directors
Board Member, Arlington County

Charles Allen
Vice Chair, Transportation Planning Board
Councilmember, District of Columbia

Robert C. White, Jr.
Vice Chair, COG Board of Directors
Councilmember, District of Columbia

Pam Sebesky
Vice Chair, Transportation Planning Board
Vice Mayor, City of Manassas

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

**RESOLUTION SUPPORTING THE ALLOCATION OF ADDITIONAL FEDERAL FUNDS TO ENSURE
TRANSPORTATION INFRASTRUCTURE DURING THE COVID-19 PANDEMIC**

WHEREAS, the COVID-19 pandemic has had a significant impact on the health and safety of our residents, and the recession caused by the pandemic has adversely affected the region's economy and workforce, threatening current and future transportation stability for many of our residents; and

WHEREAS, while the country continues to battle the health and economic impacts of the pandemic, emergency stabilization funding to local governments is essential to sustain operations; and

WHEREAS, transit is a lifeline for essential workers, especially in the National Capital Region, and critical to our economic health and well-being; and

WHEREAS, transportation investments are proven to promote economic growth, create jobs, and help prepare communities for a safer future; and

WHEREAS, with unprecedented drops in ridership and losses in revenue transit agencies nationally need \$32 billion in emergency funds to avoid damaging service and jobs cuts and minimize economic hardship; and

WHEREAS, when the CARES Act funding runs out, transit agencies, including WMATA, will be forced to cut transit service and furlough or lay off workers or redistribute capital funds, intended for repairs and expansion, to operating budgets; and

WHEREAS, additional surface transportation funding of \$37 billion should be provided to state department of transportation to support road and highway maintenance and essential projects to ensure local investment in these systems is preserved.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board urges the federal government to take the following actions as part of its next COVID-19 response legislation to help ensure transportation infrastructure stability:

- Allocate \$32 billion in emergency funds for transit agencies including the Washington Metropolitan Area Transit Authority (WMATA)
- Allocate additional funding of \$37 billion to state department of transportations to support local and state road and highway infrastructure

The board authorizes the Executive Director, or his designee, to send a letter on behalf of the COG Board of Directors in partnership with the Transportation Planning Board to members of the congressional delegation representing the COG region communicating this request.

AGENDA ITEM #9

REGIONAL MARC-VRE RUN-THROUGH SERVICE



MEMORANDUM

TO: COG Board of Directors
FROM: Tim Canan, Transportation Planning Data and Research Program Director
SUBJECT: Market Assessment and Technical Considerations for the VRE-MARC Run-Through Service
DATE: October 7, 2020

The Transportation Planning Board (TPB), in coordination with the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA), conducted an independent consultant-led assessment of the market potential for run-through service between the Maryland Area Regional Commuter (MARC) and Virginia Railway Express (VRE) commuter rail systems, and its potential to influence development and revitalization of suburban commercial centers.

The assessment, completed earlier this year, had three key objectives: (1) identify the potential market area for through service, (2) identify the potential ridership of through service, and (3) acknowledge some of the critical elements for consideration when planning for run-through service. While there is great interest in the concept of run-through service, an analysis to determine if there is a market to support that had not yet been performed.

This project was a first step to determine the presence and nature of such a market, and the results of the assessment indicate that there is a market for commuter rail run-through service. The study found that there is demand for run-through service is between Baltimore and Alexandria and along the Frederick, Maryland, to Alexandria corridor. Specific locations that would likely attract run-through trips include commuter rail stops at L'Enfant in the District of Columbia; Alexandria and Crystal City in Virginia; and Silver Spring and Rockville in Maryland.

Implementation of run-through service could convey several notable benefits for the region. These include:

1. Improved access to better jobs and education opportunities for residents
2. Expanded pool of available talent to regional employers
3. Reduced peak congestion on highways and on Metrorail
4. Improved reliability and resiliency of all systems
5. Improved reliability and convenience for longer commutes, especially for existing commuter rail riders
6. Reduced demand for midday storage at Union Station

The final report, titled "Market Assessment and Technical Considerations for VRE-MARC Run-Through Service in the National Capital Region," and executive summary are both available on the COG website, www.mwcog.org.

Capital Region Rail Vision

MWCOG Board of Directors

October 14, 2020



RAIL VISION PURPOSE, NEED AND APPROACH

STUDIES TO DATE



The regional rail discussion has a long history. For almost a half-century¹, numerous plans and studies have planned for greatly enhanced service on all lines and discussed the potential for run-through service in the Capital Region, particularly between Maryland’s MARC and Virginia’s VRE systems. The below represent only a sample of all studies and plans:

1999

2014

2017

2018

2020

2012

“

The run-through market could be as many as **100,000 weekday trips by 2040**, depending on the services provided, a third of which could be work-related.

Extension of VRE trains into MARC territory or vice versa could attract a share of these trips.”

2017

“

The potential benefits to run-through service include :

- **Direct, one-seat ride to employment centers** in Northern Virginia from Maryland
- **Alleviate congestion** on the Red Line at Union Station
- Provide **direct access to the L'Enfant Plaza** rail hub
- Potential increase in **mid-day storage capacity**”

2020

¹ The Washington Metropolitan Area Rail Commuter Feasibility Study (May 1971) first referenced run-through service.

THE CASE FOR AN INTEGRATED RAIL NETWORK



Why discuss an integrated rail network now? 2020 is an opportune moment to make tangible progress towards a regional network for several reasons:

 Planned alleviation of several **critical infrastructure constraints**

Long Bridge Expansion – Additional capacity for passenger rail at the new Long Bridge crossing will ameliorate the service bottleneck at the Potomac crossing, a major step towards MD/VA run-through service

Transforming Rail in Virginia agreement – In addition to the Long Bridge expansion, this agreement will bring significantly expanded passenger rail capacity across Northern Virginia


Washington Union Station and B&P Expansion – Track and platform improvements at Union Station can allow for more regional trains to run through the station, rather than requiring transfers from stub-end tracks, and with B&P expansion more trains can connect to Baltimore

 Continuing **business and equity cases**

New regional destinations – Expansion of employment centers (most notably Amazon’s planned H2Q in Crystal City) as well as growing transit-oriented nodes throughout the region have created new drivers for regional transportation demand

Congestion relief – Addressing intense congestion facing commuters and other travelers in the Capital Region remains a regional priority

Equitable access to opportunity – Proactive inclusion of all of the region’s communities remains a critical need

 **Momentum of the regional conversation**

Political momentum – Legislative bodies in both Maryland and Virginia have considered bills related that would support run-through service

Ongoing analysis – MARC & VRE plan for greatly enhanced service, Metropolitan Washington Council of Governments is completing a *MARC-VRE Through-Service Study* in summer 2020

An integrated rail network for the Capital Region has been discussed for decades – but the current moment is a unique window of opportunity. Action now can keep a “critical path” to future integration open.



WORKING PROBLEM STATEMENT

Without improved integration of the regional rail network, the Capital Region will not reach its full potential and will continue to face several challenges:



Fragmented rider experience

- Unwieldy, multi-step **cross-system rider experience** with transfer required at Union Station
- **Additional cost** of inter-system transfers
- Several **pain points** for current riders (no-reverse peak/weekend service, different fare/pass systems, planning burden, missed connections)
- **Latent potential ridership** unrealized due to sub-par rider experience



Lower revenues & operational inefficiencies

- **Limited ridership pools** due to fewer conveniently reachable destinations
- **Cap on potential farebox revenue** due to limited ridership pool growth
- **Cost-saving operational efficiencies** unrealized (i.e. shared storage, joint procurement)
- **Additional planned infrastructure capacity** may not be efficiently allocated



Missed opportunities for regional growth

- Lack of regional access to **affordable housing** and limited connections to **employment centers**
- **Inequitable access to economic opportunity** for underserved areas
- **Congested regional transportation network**
- **Constraint on long-term regional growth** due to limited connectivity between cross-border origins and destinations



SCOPE OF ANALYSIS FOR VISION/TECHNICAL DELIVERABLES

	Economic Analysis	Financial Analysis	Technical Analysis
Phase I: Vision Report (Before EOY)	High-level benefits analysis	High-level presentation of capital and operating costs , and efficiency savings	High-level technical analysis of proposed vision scope, incl. all existing long-range rail plans
	High-level estimate of ridership given improved connectivity / increased frequency of service		Identification of key missing links as well as key barriers to implementation
Phase II: Technical Report (Q1 2021)			Identification of reasonable capital improvements schedule
	Ridership analysis based on price points, timing and extent of implementation, scheduling enhancements, interoperability scenarios, etc.	Granular capital cost estimates and construction cost timeline	In-depth technical analysis of proposed vision scope
	Congestion relief impact estimate	Refined revenue estimates based on updated projected ridership	Identification of key changes relative to business-as-usual planning projections
	Regional economic impact analysis	Refined operating cost estimates based on technical analysis, including estimated economies of scale or operational efficiency savings	Identification of key decision points along the “critical path” for technical implementation
		Analysis of potential funding and financing sources	Estimate feasible system capacity for increased frequency of service

ADVISORY COMMITTEE MEMBERS



Amazon	Brian Kenner	Metropolitan Washington Council of Governments	Chuck Bean
Baltimore Metropolitan Council	Don Halligan	Maryland General Assembly	Hon. Jared Solomon
Brotherhood of Locomotive Engineers and Trainmen	Herbert Harris Jr.	Northern Virginia Chamber of Commerce	Clayton Medford
BWI Business Partnership	Gina Stewart	Northern Virginia Transportation Authority	Monica Backmon
City of Alexandria	Hon. Elizabeth Bennett-Parker	Northern Virginia Transportation Commission	Kate Mattice
Coalition for Smarter Growth	Stewart Schwartz	Potomac and Rappahannock Transportation Commission	Bob Schneider
Federal City Council	Maura Brophy	Prince George's County	Hon. Dannielle Glaros
Greater Baltimore Committee	Don Fry	Virginians for High Speed Rail	Danny Plaugher
Greater Washington Board of Trade	Jack McDougle	Virginia Passenger Rail Authority	Hon. Sharon Bulova
JBG SMITH	Jay Corbalis	Washington Union Station Redevelopment Corporation	Beverley Swaim-Staley
Johns Hopkins University	Kylie Patterson	WMATA	Allison Davis

TECHNICAL COMMITTEE MEMBERS & PROJECT TEAMS



Technical Committee

Amtrak	Jeffrey Ensor <i>Sen. Director of Portfolio Management - NEC South End</i>	
District Department of Transportation (DDOT)	Jeffrey Bennett <i>Associate Director, Transit Delivery Division</i>	
Virginia Department of Rail and Public Transportation (DRPT)	Jennifer Mitchell <i>Director</i>	Michael McLaughlin <i>Chief of Rail Transportation</i>
	Katherine Youngbluth <i>Manager of Rail Projects in Northern VA</i>	
Maryland Transit Administration (MTA) / Maryland Area Regional Commuter (MARC)	Dean Del Peschio <i>Director - MARC Train Service</i>	Jade Clayton <i>Senior Planner and Project Manager</i>
Virginia Railway Express (VRE)	Rich Dalton <i>CEO</i>	

Project Team

EY	VHB	WSP
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OPPORTUNITY

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9

IMPLEMENTATION HAS GREAT BENEFIT TO REGION'S RESIDENTS, COMMUNITIES



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10



NEXT STEPS

PUBLIC LAUNCH OF RAIL VISION



Launched Rail Vision on September 1, 2020 and have received positive feedback from area stakeholders

[Press Release](#), September 1, 2020

Region's Leaders Coming Together to Establish Pioneering Capital Region Rail Vision Aimed at Creating a More Unified, Competitive, and Modern Rail Network

Supporting quotes from JBG SMITH CEO Matt Kelly, Maryland Delegate Jared Solomon, DRPT Director Jennifer Mitchell

[Washington Post](#), By Luz Lazo, September 1, 2020

Regional business group kicks off effort to unify the greater Washington region's passenger rail network

[Virginia Mercury](#), Wyatt Gordon, September 14, 2020

Long Bridge rail project barrels forward full speed ahead

"The potential ridership is there. The technical challenges are relatively minor. The biggest issue is having slots available to cross the Long Bridge. Having Maryland trains access Virginia stations and vice versa would be a game changer for NoVA and the entire D.C. region." – DRPT Director Jennifer Mitchell



1. **Capital Region Rail Vision – *Release expected before EOY***

2. **Technical Report – *Release expected in Q1 2021***
 - Intend to host work sessions November – January with Advisory and Technical Committee Members, and Key Stakeholders to align on technical strategies and phasing schedules to overcome barriers to implementation of the Vision and expand on economic and community benefits



THANK YOU

AGENDA ITEM #10

2030 GREENHOUSE GAS EMISSIONS REDUCTION TARGET AND ACTION PLAN



MEMORANDUM

TO: COG Board of Directors
FROM: Steve Walz, COG Department of Environmental Programs Director
SUBJECT: 2030 Climate and Energy Action Plan and Goals
DATE: October 7, 2020

OVERVIEW

This memorandum updates information provided to the COG Board at its September 9, 2020 meeting on the proposed 2020 Climate and Energy Action Plan and emission reduction goals.

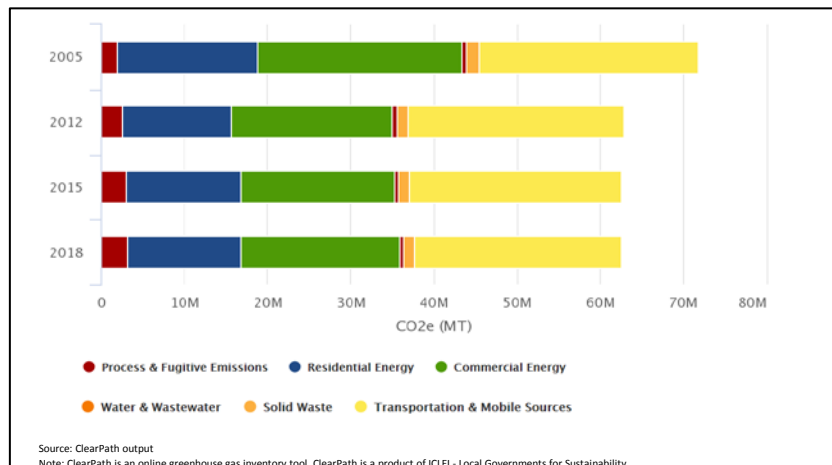
COG’s Climate, Energy, and Environment Policy Committee (CEEPC) has adopted a series of Regional Climate and Energy Action Plans to guide and support action toward meeting the greenhouse gas (GHG) emission reduction goals established by the COG Board in 2008 (Resolution R60-08).

As CEEPC works toward its 2030 Action Plan, the Committee is recommending COG adopt a 2030 regional greenhouse gas (GHG) emission reduction goal that regional greenhouse gas emissions be 50 percent below 2005 emission levels by 2030. CEEPC also is recommending that the region be a Climate Ready Region by 2030, with substantial investments made in resiliency actions.

The current GHG emission reduction goals, set out in the 2008 *National Capital Region Climate Change Report*, include:

- 2012: 10 percent below the business as usual emissions projection – equal to 2005 emissions;
- 2020: 20 percent below 2005 emissions; and
- 2050: 80 percent below 2005 emissions.

GHG Emission Reduction Goals for the National Capital Region



COG’s greenhouse gas inventories have documented the region’s progress to date toward the above goals. The most recent inventory showed that 2018 GHG emissions were 13 percent below 2005 levels. This leaves a significant gap below the region’s 20 percent reduction by 2020 goal.

CEEPC considered a range of 2030 goals, between 40 and 50 percent below the 2005 baseline emissions level. CEEPC reviewed the latest

science from the Intergovernmental Panel on Climate Change calling for at least a 45 percent reduction in emissions by 2030, recently updated goals and climate emergency designations from localities across the region, and a technical analysis of what actions could lead to a 50 percent by 2030 goal. CEEPC also considered that there is a 30-year gap between the current emission targets in 2020 to 2050, and that a shorter time based goal should be set for measuring progress over time.

Based on this detailed review, CEEPC recommends to the COG Board that the region set the 50 percent reduction by 2030 goal. This also is consistent with goals recently adopted by or being considered by multiple COG member localities. Expedited and concerted actions will be needed throughout the region to achieve such a future goal.

GLOBAL COVENANT OF MAYORS FOR CLIMATE AND ENERGY

As noted in my communication in September, COG has been selected as a Regional and Metro Scale Climate Leader by the Global Covenant of Mayors for Climate and Energy (GCoM). GCoM provides a framework of global best practices for climate planning and is providing COG with technical assistance. COG and its members are following the GCoM framework as we develop the 2030 Action Plan. CEEPC’s proposed greenhouse gas emission reduction goal and Action Plan are consistent with the GCoM framework.

THE 2030 CLIMATE AND ENERGY ACTION PLAN

CEEPC is developing a 2030 Climate and Energy Action Plan to build off of the 2017-2020 Climate and Energy Action Plan. This will be the fourth in a series of Action Plans in the region. It will set out updated actions for COG members and others to implement to reach the greenhouse gas emission reduction goals.

COG’s Department of Environmental Programs (DEP) staff have completed analysis of the technical potential to meet 50 percent GHG reductions by 2030. A summary of the key assumptions is provided in the following table.

Technical Analysis – Measures to Meet 50 Percent Greenhouse Gas Emission Reduction by 2030

Updated Scenario Assumptions	
Buildings	<ul style="list-style-type: none"> • 75% of new housing in Activity Centers with high capacity transit • All new construction new zero by 2030 • 2% residential & commercial building deep retrofits annually
Renewable Energy	<ul style="list-style-type: none"> • Renewable Portfolio Standards - Current standards (DC 87%, MD 50%, NOVA 38% by 2030) • + 200,000 additional distributed generation systems – equivalent to 24% of single-family homes with solar • 10% annual growth in corporate green power purchases
Transportation	<ul style="list-style-type: none"> • Continued fleet improvements – light, medium & heavy-duty vehicles • Electric vehicles: Add NREL Electrification Futures Study high EV adoption rates • Continued transit & micromobility – reduce VMT

CEEPC is developing a variety of built environment recommendations for the Action Plan such as, providing incentives and regulations to grow construction of net-zero energy buildings, providing for community choice aggregation of electricity purchases from renewable sources, and implementing micro-grids using clean energy sources.

Examples of transportation-related recommendations being considered include providing electric vehicle charging infrastructure in buildings and public spaces as well as increasing purchases of electric vehicles for government operations, public transit, and for the public through community cooperative purchases.

The transportation actions could be supported through the Transportation Climate Initiative (TCI). The TCI is developing a “cap and invest” strategy that would allow member states to have a credit system for GHG emissions from transportation fossil fuels while allowing trading among permit holders that would raise revenues to invest in clean transportation programs. The COG Board, at its February 12, 2020 meeting, endorsed the Transportation and Climate Initiative’s “cap and invest” program and the states and District of Columbia continued participation in developing the Model Rule for the program (Resolution R10-2020).

For the 2030 Action Plan, CEEPC is also considering resilience goal of achieving regional climate resilience by 2050. This would require ongoing, significant investments at local, regional and state levels in flood control, urban heat island management, emergency response and other climate resiliency actions.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

RESOLUTION ENDORSING REGIONAL CLIMATE MITIGATION AND RESILIENCY GOALS

WHEREAS, in 2019, the Intergovernmental Panel on Climate Change updated its guidance to recognize that the world is already experiencing the impacts of global warming and to avoid most severe climate impacts greenhouse gas emissions must fall by at least 45 percent from 2010 levels by 2030 and to carbon neutrality by 2050; and

WHEREAS, metropolitan Washington is already experiencing the impacts of a changing climate, including increases in temperature and sea-level rise; and

WHEREAS, COG's Region Forward Vision includes a sustainability goal that calls for a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector; and

WHEREAS, the Board of Directors in Resolution R60-08 adopted the *National Capital Region Climate Change Report* and its recommendations in 2008, including goals to reduce greenhouse gas emissions by 10 percent below business as usual by 2012, 20 percent below the region's 2005 baseline by 2020, and 80 percent below the 2005 baseline by 2050; and

WHEREAS, the Board of Directors in Resolution R18-09 established the Climate, Energy and Environment Policy Committee (CEEPC) in 2009 to collaboratively work toward the report's goals; and

WHEREAS, COG and its members were recognized by the Global Covenant of Mayors for Climate and Energy (GCoM) in 2019 as a U.S. Metro-Scale Climate Leader and CEEPC became a GCoM Signatory committing to follow global best practices in climate planning; and

WHEREAS, CEEPC has reviewed the updated IPCC guidance and GCoM protocols and recommends COG establish an interim 2030 climate mitigation goal of 50 percent greenhouse gas reduction below 2005 and climate resilience goals of becoming a Climate Ready Region by 2030 and fully Resilient Region by 2050; and

WHEREAS, CEEPC recognizes that strong actions are still needed to avoid the most severe climate impacts and is developing a 2030 Climate and Energy Action Plan to include recommended actions to meet the region's climate mitigation and resiliency goals; and

WHEREAS, CEEPC recognizes that educating the public about the risks from climate change and the value of emission reduction and resiliency efforts is a critical action in addition to direct actions to reduce greenhouse gas emissions and increase resiliency; and

WHEREAS, the Board of Directors in Resolution R26-2020 affirmed that equity will be woven into COG's programs and priorities.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

- 1) The board endorses an interim climate mitigation goal of 50 percent greenhouse gas emission reductions below 2005 levels by 2030; and

- 2) The board endorses climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and
- 3) The board reinforces the need to incorporate equity principles and expand education on climate change into CEEPC and COG members' actions to reach the climate mitigation and resiliency goals, and
- 4) Directs CEEPC to report back a mid-point evaluation of the progress towards these goals and make recommendations for any new actions needed.

AGENDA ITEM #11

OTHER BUSINESS

AGENDA ITEM #12

ADJOURN