



BOARD OF DIRECTORS

Thursday, October 10, 2019
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M.** **1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
Derrick L. Davis, COG Board Vice Chair
- 12:05 P.M.** **2. CLIMATE AND ENERGY LEADERSHIP AWARDS**
Derrick L. Davis, COG Board Vice Chair
Dan Sze, COG Climate, Energy, and Environment Policy Committee Chair
Tamara Toles O’Laughlin, COG Air and Climate Public Advisory Committee Chair

This awards program recognizes public agencies, educational institutions, non-profit organizations, and private businesses for their efforts to achieve local and regional climate and energy goals.
- 12:20 P.M.** **3. CHAIRMAN’S REPORT**
Derrick L. Davis, COG Board Vice Chair
- 12:25 P.M.** **4. EXECUTIVE DIRECTOR’S REPORT**
Chuck Bean, COG Executive Director
- 5. AMENDMENTS TO THE AGENDA**
Derrick L. Davis, COG Board Vice Chair
- 12:35 P.M.** **6. APPROVAL OF THE MINUTES FROM SEPTEMBER 11, 2019**
Derrick L. Davis, COG Board Vice Chair

Recommended Action: Approve minutes.
- 7. ADOPTION OF CONSENT AGENDA ITEMS**
Derrick L. Davis, COG Board Vice Chair
- A. Resolution R28-2019 – Resolution approving the appointments to the COG 2020 Nominating Committee
 - B. Resolution R29-2019 – Resolution approving the appointments to the COG 2020 Legislative Committee
 - C. Resolution R30-2019 - Resolution authorizing COG to receive a grant from the District Department of Energy and Environment to repower switcher locomotives at Union Station
 - D. Resolution R31-2019 - Resolution authorizing COG to receive a grant to provide funding for homeland security and public safety support
- Recommended Action: Approve Resolutions R28-2019 - R31-2019.**

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).

- 12:40 P.M.** **8. CLIMATE, ENERGY, AND ENVIRONMENT ACCOMPLISHMENTS AND PRIORITIES**
Dan Sze, COG Climate, Energy, and Environment Policy Committee Chair
- The board will be briefed by the leadership of the Climate, Energy, and Environment Policy Committee (CEEP) on the committee's accomplishments in 2019 and their priorities for 2020. The board will be asked to provide feedback and direction for the upcoming year.
- Recommended Action: Receive briefing and provide feedback.**
- 12:55 P.M.** **9. CHESAPEAKE BAY AND WATER RESOURCES ACCOMPLISHMENTS AND PRIORITIES**
Jon Stehle, Chesapeake and Water Resources Policy Committee Vice Chair
- The board will be briefed by the leadership of the Chesapeake and Water Resources Policy Committee (CBPC) on the committee's accomplishments in 2019 and their priorities for 2020. The board will be asked to provide feedback and direction for the upcoming year.
- Recommended Action: Receive briefing and provide feedback.**
- 1:10 P.M.** **10. REGIONAL REPORT ON CRIME AND CRIME CONTROL**
Chief M. Jay Farr, COG Police Chiefs Committee Chair
- The COG Police Chiefs Committee and the Police Planners Subcommittee annually collect and analyze selected crime statistics for the metropolitan Washington area. This information is valuable to law enforcement and policy officials to establish local and regional crime-fighting priorities. The board will be briefed on the most recent report of crime trends.
- Recommended Action: Receive briefing.**
- 1:30 P.M.** **11. THE INTERSECTION OF HOUSING AND TRANSPORTATION**
Martin Nohe, Transportation Planning Board Chairman
Kanti Srikanth, Deputy Executive Director for Metropolitan Planning
- The board will be briefed on how the recently adopted housing targets will impact transportation planning in the region.
- Recommended Action: Receive briefing.**
- 1:45 P.M.** **12. EXECUTIVE SESSION**
- 1:55 P.M.** **13. OTHER BUSINESS**
- 2:00 P.M.** **14. ADJOURN**
 The next meeting is scheduled for Wednesday, November 13, 2019.

AGENDA ITEM #2

CLIMATE AWARDS

2019 Climate and Energy Leadership Awards

The Metropolitan Washington Council of Governments (COG) presents the 2019 Climate and Energy Leadership Awards to the Prince George's County Food Composting Program, the Anacostia Coordinating Council, and Fairfax County Public Schools for their outstanding efforts to reduce greenhouse gas (GHG) emissions and advance equity across the region. The awards recognize and encourage local actions to advance regional climate and energy goals.

Prince George's County Food Composting Program

The Prince George's County Department of Environment's (DoE) is engaging communities in the county to undertake food scrap separation and composting. Food waste constitutes about 23 percent of the waste stream in the county and is expected to continue to increase. The department saw this as an opportunity to promote sustainable resource recovery by establishing the Prince George's County Organic Composting Facility, which is the largest municipal installation of its kind on the East Coast. To support this system, a curbside collection pilot of food scraps was implemented from December 2017 to January 2019 with approximately 200 households from four diverse communities. An estimated total of 112,000 pounds or 56 tons were collected and diverted from the landfill in 14 months. The program is now expanding to 3,000 households and plans county-wide deployment in the next two to three years.

Anacostia Coordinating Council

Ward 8, the southernmost portion of the District of Columbia, boasts more than 500 acres of forests that clean the air by absorbing greenhouse gases, lower summer temperatures by providing shade, prevent erosion and filter contaminants from stormwater. Ward 8 Woods is a project of the Anacostia Coordinating Council (ACC) that engages residents in need of work in restoring the beauty and health of the forested areas. With grant support from the District of Columbia Government, ACC hired five part-time Park Stewards. From July 2018 – June 2019, the stewards removed over 150,000 pounds of trash, cut invasive vines from the trunks of more than 800 trees, distributed over 3,000 handbills describing the project and each of the parks, spoke face-to-face with hundreds of Ward 8 residents about the project, and mobilized over 200 volunteers to assist in this work.

Fairfax County Public Schools

Fairfax County Public Schools (FCPS) has over 27 million square feet (sq. ft) of space in 220 facilities. Continual energy efficiency improvements since 2005 reduced annual electricity and natural gas consumption by 15 percent and reduced GHG emissions (CO₂e) by more than 80 million pounds, despite the addition of over 3.5 million sq. ft to accommodate student population growth.

Get2Green is the environmental stewardship program at FCPS. The program is improving equitable access to school-based environmental stewardship projects at schools in underserved communities. With support from the Community Foundation for Northern Virginia, Get2Green established outdoor learning spaces at 13 schools last school year. More than 2,000 students helped with planting and building the spaces and an additional 11,000 students will use these new spaces, fostering a stronger connection to the planet.

AGENDA ITEM #3

CHAIRMAN'S REPORT

AGENDA ITEM #4

EXECUTIVE DIRECTOR'S REPORT

MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – October 2019
DATE: October 2, 2019

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its September meeting, the TPB approved an amendment to the District of Columbia Transportation Improvement Program. The board also received briefings on preliminary findings from the State of the Commute survey, safety activities in Maryland, and an update on staff activities in support of the Aspirational Initiatives portion of the region's long-range transportation plan, Visualize 2045.

Climate, Energy, and Environment Policy Committee (CEEPC) – In September, CEEPC celebrated the region's designation as a Regional and Metro-Scale Climate Leader by the Global Covenant of Mayors (GCoM) for Climate and Energy with representatives from the European Union's International Urban Cooperation (IUC) Program, Local Governments for Sustainability, and the National Association of Regional Councils. COG and its members will receive support and technical assistance from IUC and GCoM (*pictured*) as they work together on the region's 2030 Climate and Energy Action Plan.

Chesapeake Bay and Water Resources Policy Committee (CBPC) – At its September meeting, the CBPC resolved to write a letter advocating for the U.S. Geological Survey to select the Potomac River Basin to compete nationally for its new "next generation" monitoring program, and to continue to foster COG's Agricultural Task Force work to support regional farming and food until a Regional Agricultural Commission can be established.



REGION RECOGNIZED FOR LEADING ON CLIMATE
Metropolitan Washington was chosen by the Global Covenant of Mayors as one of four regions in the U.S. leading the way on mitigating climate change.

[Read the news highlight](#)

OUTREACH & PROGRAM HIGHLIGHTS

Racial Equity Learning Cohort - COG, in partnership with the Government Alliance on Race and Equity (GARE), launched the first-ever regional learning cohort of local government staff to advance racial equity. More than 100 managers and staff from 11 jurisdictions are participating.

Best Practices in Pedestrian and Bicycle Safety

– On September 27, the TPB’s Bicycle and Pedestrian Subcommittee hosted an event for police officers, planners, and other members of the community to learn about how law enforcement helps bicycle and pedestrian safety. Presentations showed how important it is for enforcement to be a key element of safety programs along with engineering and education.

Regional Housing Initiative

– COG Executive Director Chuck Bean and Department of Community Planning and Services staff spoke about COG’s regional housing initiative and targets to the Prince William County Board, 2030 Group, National Capital Area Chapter of the American Planning Association, Apartment and Office Building Association, among other groups.

Interoperability Summit – COG Homeland Security and Public Safety Director Scott Boggs presented at the “Interoperability Summit: The Navy Yard Shooting Review Six Years Later” on policies that have been initiated since the shooting to enhance regional interoperability.

Coastal Flooding Open House – COG and the U.S. Army Corps of Engineers held an open house on September 11 to provide information and seek input on a coastal storm risk management study for Northern Virginia. The study will assess the implementation of structural, non-structural, and nature-based coastal flood risk management solutions at different locations.

Cybersecurity of Elections – Elections Officials and Chief Information Security Officers met at COG on September 12 to discuss cybersecurity as it relates to the elections process, including threats and measures to mitigate them.

Car Free Days – Thousands of area residents participated in Car Free Days on September 21, 22, and 23 by carpooling, taking transit, bicycling, walking, teleworking, and more. The annual event is coordinated in the region by Commuter Connections, in partnership this year with the American Heart Association and American Lung Association, and encourages more environmentally- and health-friendly ways of traveling to work, school, errands, etc



STAFF FEATURE
COG Transportation Planner Jon Schermann makes an impact on the region’s transportation system, through his work on roadway safety and managing freight deliveries.

MEDIA HIGHLIGHTS

Region's Elected Officials Urge their Governments to Commit to Affordable-Housing Targets - COG Board Members are quoted about the regional housing targets adopted by officials at the September meeting.

[Washington Post story](#)

Most People Spend 43 Minutes Commuting, Plus 9 Other Facts From 'The State Of The Commute' - Commuter Connections Director Nicholas Ramfos and TPB Members are quoted about the findings of the *State of the Commute Survey Report*.

[WAMU article](#)

Study Will Take a Long, Hard Look at Threat of Flooding in Northern Virginia - COG Environmental Programs Director Steve Walz is quoted about the U.S. Army Corps of Engineers and COG coastal storm risk management study.

[WTOP story](#)

How A One-Mile Road in Alexandria Became a Battleground for 'Road Diets' - COG Transportation Planning Director Kanti Srikanth is quoted about road diets, a planning concept that has been used to reduce lanes in order to slow down traffic to improve safety.

[WAMU article](#)



OFFICIALS SET REGIONAL HOUSING TARGETS
COG Housing Directors Committee Co-Chair Helen McIlvaine, Planning Directors Committee Co-Chair Andrew Trueblood, Executive Director Chuck Bean, Board Chair Robert White, and Board Vice Chair Derrick Davis held a media briefing on the regional housing targets adopted by area officials on September 11.

[Read about the targets](#)

AGENDA ITEM #5

AMENDMENTS TO THE AGENDA

AGENDA ITEM #6

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 11, 2019**

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Chuck Bean, COG Executive Director
Kate Stewart, COG Secretary-Treasurer
Ian Greaves, COG Interim Chief Financial Officer
William Ellis, Clean Air Partners Board Chair
AJ Jackson, JBG SMITH Executive Vice President for Social Impact Investing
Derrick L. Davis, COG Housing Strategy Group Chair
Melissa Bondi, Enterprise Community Partners Mid-Atlantic State & Local Policy Director
Bob Buchanan, 2030 Group President

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chair Robert C. White, Jr. called the meeting to order at 12:10 P.M., paused for a moment of silence in memory of September 11, 2001, and then led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT

- A. Commuter Connections is hosting Car Free Days on September 21, 22, and 23.
- B. The Annual Meeting and Awards Luncheon will be held on December 11.
- C. The October COG Board meeting will be on Thursday, October 10.
- D. Alexandria Mayor Justin Wilson made brief remarks about the Metrorail work completed at six blue and yellow rail stations in Northern Virginia.

3. EXECUTIVE DIRECTOR'S REPORT

Executive Director Chuck Bean turned over to staff to provide several updates. First, Environmental Programs Director Steve Walz briefed the board on the open house to be held on September 11 by the U.S. Army Corps of Engineers and COG to discuss a study on coastal flooding. Next, Homeland Security and Public Safety Managing Director Scott Boggs briefed the board on the meeting of the Election Officials, Chief Information Officers, and Chief Information Security Officers Committee on September 12 to share information about cybersecurity of elections. Then, Government Relations Supervisor Monica Beyrouiti Nunez briefed the board on recent regional 2020 Census coordination efforts, and the new Racial Equity Learning Cohort of more than 100 staff from 11 local governments. Finally, COG Deputy Director Stuart Freudberg announced his upcoming retirement.

4. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

5. APPROVAL OF MINUTES

The minutes from the June 12, 2019 board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R24-2019 – Resolution authorizing COG to receive a District of Columbia Department of Health grant to support highly infectious disease response
- B. Resolution R25-2019 – Resolution authorizing COG to receive a grant to purchase X-Ray systems for COG law enforcement members

ACTION: Approved Resolutions R24-2019 and R25-2019.

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

COG Secretary-Treasurer Kate Stewart introduced the Five-year Capital Expenditure Plan and Budget on behalf on the COG Budget and Finance Committee. COG Executive Director Chuck Bean briefed the board on the proposed five-year plan for FY2020 to FY2024 to include Information Technology upgrades, leasehold improvements, and furniture, and the associated budget. The board approved the plan and budget.

ACTION: Received briefing and Adopted Resolution R26-2019.

8. CLEAN AIR PARTNERS AND REGIONAL AIR QUALITY

Clean Air Partners Board Chair William Ellis briefed the board on the public-private partnership's work to increase public awareness about taking steps to improve the Baltimore-Washington region's air quality and the impact of air quality on public health. Clean Air Partners promotes the importance of air quality through public education campaigns and provides current air quality conditions and forecasts.

ACTION: Received briefing.

9. INVESTING IN HOUSING AFFORDABILITY

AJ Jackson of JBG SMITH briefed the board on the Washington Housing Initiative launched by JBG SMITH and the Federal City Council to bring the public and private sectors together to invest in creating and preserving reasonably priced and well-located housing. The initiative is achieved through two primary vehicles: 1) The Washington Housing Conservancy, which is an independent non-profit corporation supported by the Federal City Council that owns and operates affordable workforce housing, and 2) The Impact Pool, which is managed by JBG SMITH and provides loans to preserve affordable workforce housing.

ACTION: Received briefing.

10. THE FUTURE OF HOUSING IN GREATER WASHINGTON

COG Executive Director Chuck Bean and Community Planning and Services Director Paul DesJardin briefed the board on the regional housing targets related to the amount of additional units needed, accessibility of housing location, and affordability at various cost points. Melissa Bondi of Enterprise Community Partners and Bob Buchanan of 2030 Group shared the importance of the private sector working together with local government to achieve the targets. Finally, Vice Chairman Derrick L. Davis, who chaired the board's Housing Strategy Group, shared the process for developing the targets and the impact of housing on other regional issues, such as transportation and economic development. The board adopted the resolution approving the regional housing targets.

ACTION: Received briefing and Adopted Resolution R27-2019.

11. OTHER BUSINESS

There was no other business.

12. ADJOURN

Upon motion duly made and seconded, the meeting was adjourned at 2:10 P.M.

September 2019 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	Y
	Mr. Rashad Young			
Council	Hon. Phil Mendelson			
	<i>Hon. Robert White</i>	Y		
<i>Maryland</i>				
Bowie	Hon. G. Frederick Robinson			
Charles County	Hon. Reuben Collins	Y	Thomasina Coates Gilbert Bowling	
City of Frederick	Hon. Michael O'Connor			
Frederick County	Hon. Jan Gardner		Mr. Roger Wilson	
College Park	Hon. Patrick Wojahn		Hon. Monroe Dennis	Y
Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
Greenbelt	Hon. Emmett Jordan	Y (phone)	Hon. Judith "J" Davis	
Laurel	Hon. Craig Moe		Hon. Michael Leszcz	
Montgomery County				
Executive Council	Hon. Marc Elrich		Mr. Andrew Kleine	
	Hon. Tom Hucker	Y (phone)		
	Hon. Nancy Navarro	Y		
Prince George's County				
Executive Council	Hon. Angela Alsobrooks		Mr. Major F. Riddick	Y
	Hon. Todd Turner	Y		
	<i>Hon. Derrick Leon Davis</i>	Y		
Rockville	Hon. Bridget Newton	Y		
Takoma Park	Hon. Kate Stewart	Y		
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	Y	Michael DeMarco	
Fairfax County	Hon. Sharon Bulova	Y	Hon. Patrick Herrity	
	Hon. Penelope A. Gross	Y	Hon. Catherine Hudgins	
	Hon. John Foust	Y	Hon. Kathy Smith	
Falls Church	Hon. David Snyder		Hon. David Tarter	
Loudoun County	Hon. Matt Letourneau			
Loudoun County	Hon. Phyllis Randall			
Manassas	Hon. Mark Wolfe	Y		
Manassas Park	Hon. Hector Cendejas	Y	Hon. Miriam Machado	
Prince William County	Hon. Frank Principi			
	Hon. Ruth Anderson	Y		
Virginia General Assembly	Hon. George Barker	Y		

Total: 22

AGENDA ITEM #7

ADOPTION OF CONSENT AGENDA ITEMS

ADOPTION OF CONSENT AGENDA ITEMS

A. Resolution R28-2019 – Resolution approving appointments to the COG 2020 Nominating Committee

The board will be asked to adopt Resolution R28-2019 approving the appointments to the 2020 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 2020 Nominating Committee are as follows: Robert White (D.C.), Phil Mendelson (D.C.), Beverly Perry (D.C.), Sharon Bulova (Fairfax County), Justin Wilson (Alexandria), Kate Stewart (Takoma Park), and Todd Turner (Prince George's County).

RECOMMENDED ACTION: Approve Resolution R28-2019.

B. Resolution R29-2019 – Resolution approving appointments to the COG 2020 Legislative Committee

The board will be asked to adopt Resolution R29-2019 authorizing the appointments to the 2020 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 2020 Legislative Committee are as follows: Derrick L. Davis (COG Board of Directors), Charles Allen (Transportation Planning Board), Cindy Dyballa (Chesapeake Bay and Water Resources Committee), Penny Gross (Climate, Energy, and Environment Policy Committee), Brianne Nadeau (Region Forward Coalition), Hector Cendejas (COG Board of Directors), David Snyder (Metropolitan Washington Air Quality Committee), and John Rigg (Human Services Policy Committee).

RECOMMENDED ACTION: Approve Resolution R29-2019.

C. Resolution R30-2019 - Resolution authorizing COG to receive a grant from the District Department of Energy and Environment to repower switcher locomotives at Union Station

The board will be asked to adopt Resolution R30-2019 authorizing the Executive Director, or his designee, to receive and expend grant funds. The grant funds will be used to repower switcher locomotives in operation at Union Station. Funding for this effort will be provided through a grant in the amount of \$550,000 from the District Department of Energy and Environment and matching funds of up to \$1,000,000 from Amtrak. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R30-2019.

D. Resolution R31-2019 - Resolution authorizing COG to receive a grant to provide funding for homeland security and public safety support

The board will be asked to adopt Resolution R31-2019 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency in the amount of \$1,534,580. The purpose is to fund COG homeland security and public safety staff support of the region's homeland security program and provide decision-makers with the tools needed to make sound financial and programmatic decisions. Funding for this effort will be provided through an Urban Area Security Initiative grant from the U.S. Department of Homeland Security Federal Emergency Management Agency administered by the State Administrative Agent on behalf of the National Capital Region. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R31-2019.

AGENDA ITEM #8

CLIMATE, ENERGY, AND ENVIRONMENT ACCOMPLISHMENTS AND PRIORITIES

CLIMATE, ENERGY & ENVIRONMENT POLICY COMMITTEE (CEEPC)

Daniel Sze
CEEPC Chair

Presentation to the COG Board of Directors
October 10, 2019



Policy Committee Overview

Mission: The Climate, Energy, and Environment Policy Committee (CEEPC):

- Advance regional actions to address climate change, resiliency, energy efficiency, renewable energy, green building, green infrastructure, alternative transportation fuels, solid waste, and recycling
- Support the 2008 National Capital Region Climate Change Report
- Recommend energy and climate policies and actions to the COG Board

Membership: 60 members

- COG members, state energy/environmental/transportation agencies, state legislatures, energy utilities, environmental organizations, businesses, and academics



2019 Focus and Priorities

Implementation of 2020 Climate and Energy Action Plan, with an emphasis on:

- Tree canopy technical committee and develop priority actions to enhance local tree canopy
- Energy and climate policy advocacy, with an emphasis on solar and renewables
- Regional electric vehicle implementation planning
- Opportunities for clean energy financing, technical assistance, and cooperative procurement



2019 Accomplishments

• Climate and Energy Progress Dashboard

- +38,000 grid-connected renewables, up from ~500 in 2009
- +4,100 green buildings, up from 85 in 2005
- +850 electric vehicle charging stations, up from 124 in 2012

• EPA and DOE Grants

- Diesel retrofits
- LED street lighting

• Regional Tree Canopy Sub-committee

• Climate Action Leadership

- Received global recognition as U.S. Metro-Scale Climate Leader
- Global Covenant of Mayors Signatory
- Regional Climate and Energy Leadership Awards
- Greater Washington Regional Clean Cities



Source: energy.maryland.gov

Looking Ahead

- 2025 and 2030 Regional Climate and Energy Actions
 - Identify interim 2030 goal
 - Incorporate global best practices in climate planning
 - Improve regional resiliency against climate shocks and stresses
- Northern Virginia Army Corp of Engineers Flood Risk Management Study
- Potomac River cruise ships engine retrofits – finish the fleet
- Amtrak Union Station switcher locomotive engine retrofits
- Electric vehicles – bus, car, and truck



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AGENDA ITEM #9

CHESAPEAKE BAY AND WATER RESOURCES ACCOMPLISHMENTS AND PRIORITIES

CHESAPEAKE BAY AND WATER RESOURCES POLICY COMMITTEE (CBPC)

Jon Stehle
CBPC Vice Chair

Presentation to the COG Board of Directors
October 10, 2019



Policy Committee Overview

Mission:

- Represents the region's interests within the Chesapeake Bay Program and provides a voice for local perspectives
- Conducts outreach about Bay restoration progress and water quality benefits
- Takes water policy positions and actions and makes recommendations to the COG Board
- Evaluates water quality, wastewater, stormwater, drinking water, and climate resiliency issues, and their evolving science and policy

Membership:

- Members include elected officials and senior management from regional governments and water and wastewater utilities



2019 Focus and Priorities

- Provide Local Voice in Chesapeake Bay Program Activities
- Outreach
- Legislation and Advocacy



Chesapeake Bay Program/Flickr

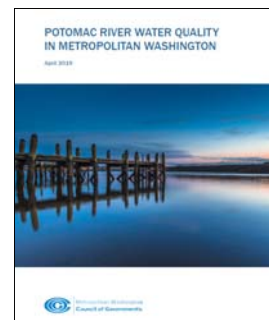
2019 Accomplishments

Outreach

- COG's Potomac Report (May)
- Chesapeake Bay Awareness Week (June)
- Agriculture Task Force for regional Farming and Food

Legislation and Advocacy

- Early supporter of Maryland's Styrofoam ban
- Nominated Del. Bulova to EPA's Stormwater Funding Task Force
- Letter to Congress supporting Chesapeake Bay Program Reauthorization and increased funding
- Comments on MD and VA Watershed Implementation Plans



Looking Ahead

Chesapeake Bay Program

- Dialogue with EPA and states is planned for March 2020

Outreach and Advocacy

- CBPC Bay Awareness Week boat ride and video

Support and promote water partnerships

- Academic research, associations, etc.
- Topics include winter salts and sustaining local agriculture

Approve the annual Regional Water Fund Work Program and Budget



Metropolitan Washington
Council of Governments

| 5

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Metropolitan Washington
Council of Governments

AGENDA ITEM #10

REGIONAL REPORT ON CRIME AND CRIME CONTROL

ANNUAL REPORT ON CRIME & CRIME CONTROL

Evaluating crime trends in metropolitan Washington for 2018 and the regional initiatives by law enforcement to combat crime.

October 2019



ANNUAL REPORT ON CRIME AND CRIME CONTROL

Prepared for the COG Board of Directors on behalf of the COG Police Chiefs Committee.

October 2019

ABOUT COG

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

CREDITS

Contributing Editors: COG Police Chiefs Committee, COG Investigative Commanders Subcommittee, and COG staff

ACCOMMODATIONS POLICY

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TABLE 2: PART I/PART A OFFENSES FOR ASSOCIATE MEMBERS, 2018 4

TABLE 3: ARRESTS FOR COG MEMBER JURISDICTION, 2018 5

TABLE 4: ARRESTS ASSOCIATE MEMBERS, 2018 6

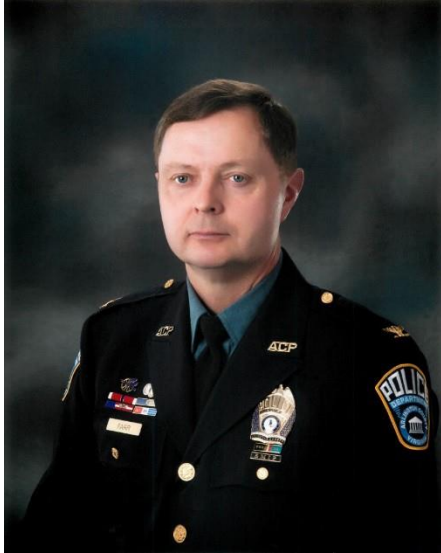
FIGURE 2: HISTORICAL PROPERTY CRIME TRENDS, NATIONAL CAPITAL REGION 7

FIGURE 3: HISTORICAL VIOLENT CRIME TRENDS, NATIONAL CAPITAL REGION 7

FIGURE 4: CRIME RATE PER CAPITA, 2014-2018 8

TABLE 5: CALLS FOR SERVICE AND STAFFING, NATIONAL CAPITAL REGION, 2018 9

MESSAGE FROM THE CHAIRMAN



The Metropolitan Washington Council of Governments (COG) Annual Crime and Crime Control report is created by the COG Police Chiefs Committee on behalf of the COG Board of Directors. This report provides the National Capital Region's (NCR) leadership and elected officials the ability to review and evaluate crime trends from a regional perspective.

Authored by the Police Investigative Commanders Subcommittee, the report collects crime statistics from the 24 primary COG jurisdictions, as well as neighboring jurisdictions and from federal law enforcement agencies. The first section of the report illustrates the 2018 crime statistics and compares the offense and arrests against the prior year's figures. The second section of the report highlights the COG Police Subcommittees' work and the regional initiatives combatting crime in the region.

I am honored to chair the Police Chiefs Committee, I am excited for the law enforcement initiatives being implemented regionally, and I look forward in the continued success in making the NCR a safer and more secure region.

M. Jay Farr, Police Chief, Arlington County Police Department
Chair, COG Police Chief Committee

INTRODUCTION

The Metropolitan Washington Council of Governments' (COG) Annual Report on Crime and Crime Control is based on crime statistics reported by the 24 COG jurisdictions. The crime report also includes statistics from neighboring jurisdictions and federal law enforcement agencies to highlight the trends throughout the region. This annual report, compiled by COG's Police Chiefs Committee, begins by focusing on Part I/Part A Offenses as defined by the Federal Bureau of Investigation (FBI) primarily collected using the following reporting methods:

- Uniform Crime Reporting (UCR) Program, and
- National Incident Based Reporting System (NIBRS)

COG disseminated a data collection instrument requesting information from the region's law enforcement agencies. Each agency determines its own reporting method. COG compiled the data, regardless of reporting method, and presents in this report crime trends over five years to provide a clearer picture of crime in the NCR. In order to gain a more comprehensive understanding of crime trends in the region, additional factors such as the economy, social stressors, legislative changes, and/or changes in police policies and resources should be taken into consideration. This additional analysis is not included in this report.

PART I/PART A OFFENSES

For the fifth year in a row, the NCR saw a decline in the total number of Part I/Part A Offenses. The decline of over 10 percent in 2018, on top of the 4.8 percent decline in 2017, is a positive trend for the region's total number of offenses. Figure 1 demonstrates this positive trend, with an overall decrease of 28,032 reported offenses between 2014 and 2018 in the NCR.

Figure 1: Total Part I/Part A Offenses, National Capital Region, 2014-2018

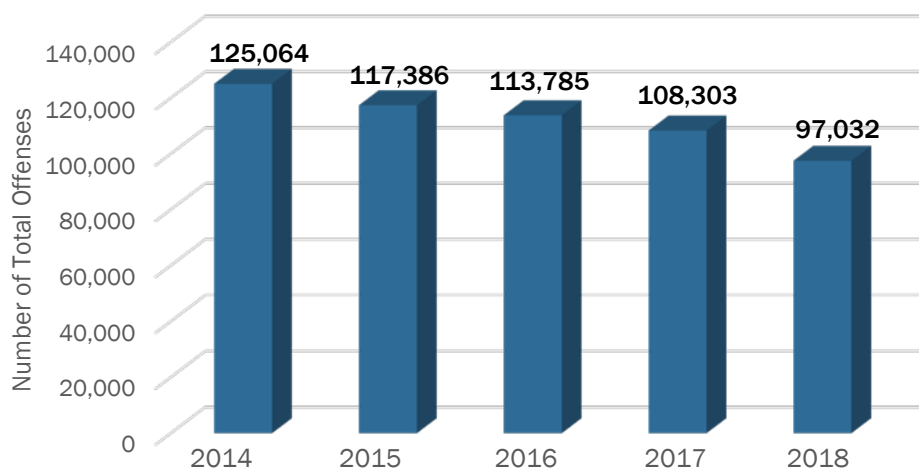


Table 1 below illustrates the breakdown of Part I/Part A Offenses for each of the 24 COG jurisdictions, as well as the crimes committed per 1,000 people. Table 2 illustrates the breakdown of offenses for the associate members, including neighboring jurisdictions and federal agencies.

Table 1: Part I/Part A Offenses by COG Member Jurisdiction, 2018

COG Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Offenses	Crimes per 1000	Population
Metropolitan (D.C.)	Other*	160	273	2,034	1,674	1,422	14,276	2,407	22,246	31.7	702,455
Town of Bladensburg	UCR	1	4	12	37	46	232	52	384	40.7	9,433
City of Bowie	UCR	1	3	26	51	82	686	49	898	15.0	60,000
Charles County	UCR	11	48	111	440	223	1,809	160	2,802	17.5	159,700
Frederick County	UCR	0	25	22	126	177	1,015	41	1,406	5.4	259,942
City of Frederick	UCR	3	26	74	168	138	1,302	51	1,762	25.2	70,000
City of Gaithersburg	NIBRS	0	54	42	71	95	1,041	69	1,372	19.9	69,071
City of Greenbelt	UCR	3	14	56	44	88	563	72	840	36.4	23,068
City of Hyattsville	UCR	0	3	50	27	49	818	60	1,007	54.4	18,500
City of Laurel	UCR	4	9	46	54	73	775	78	1,039	40.4	25,723
Montgomery County	NIBRS	20	514	591	779	1,450	12,079	833	16,266	15.5	1,052,567
Prince George's County	UCR	53	127	825	911	1,748	8,618	2,331	14,613	16.1	909,308
City of Rockville	NIBRS	1	33	33	35	101	881	62	1,146	17.6	65,171
City of Takoma Park	NIBRS	0	0	19	21	54	343	25	462	26.4	17,500
City of Alexandria	NIBRS	4	11	80	151	127	2,073	202	2,648	17.5	151,300
Arlington County	NIBRS	4	55	76	175	128	2,365	171	2,974	12.3	241,031
City of Fairfax	NIBRS	0	4	13	6	13	369	26	431	17.5	24,574
Fairfax County	NIBRS	13	85	352	378	762	11,832	806	14,228	12.3	1,152,873
City of Falls Church	NIBRS	0	2	3	7	8	150	13	183	10.5	17,486
Town of Leesburg	NIBRS	0	14	16	66	24	580	32	732	13.5	54,215
Loudoun County	NIBRS	5	67	46	133	130	2,218	153	2,752	6.8	402,561
City Manassas	NIBRS	1	23	18	53	73	549	41	758	17.8	42,503
City Manassas Park	NIBRS	0	5	7	10	12	96	11	141	8.7	16,142
Prince William County	NIBRS	9	83	181	500	466	4,249	454	5,942	12.9	460,457
TOTAL		293	1,482	4,733	5,917	7,489	68,919	8,199	97,032	16.2	6,005,580

*Data provided by the Metropolitan Police Department (MPD) was gathered from the DC Index Crime Report.

Table 2: Part I/Part A Offenses for Associate Members, 2018

Associate Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Population
Fauquier County	NIBRS	3	18	4	24	40	235	10	69,465
MNCPPC (Prince George's County)	UCR	2	2	20	47	12	111	4	908,000
Maryland State	UCR	0	4	4	52	28	119	22	NA
Metro Transit	NIBRS	0	5	258	105	2	692	42	3,200,000
Metropolitan Washington Airports Authority	NIBRS	0	0	0	1	3	388	177	NA
National Institutes of Health	UCR	0	0	0	3	2	77	0	NA
U.S. Capitol	Other	0	0	0	9	3	73	11	NA
U.S. Park	UCR	1	3	25	8	0	166	3	NA
Virginia State (Div. 7)	NIBRS	0	1	1	39	0	13	7	2,515,053
TOTAL		6	33	312	288	90	1,874	276	6,692,518

Table 3 below shows arrests for the Part I/Part A Offenses for each of the COG member jurisdictions, and Table 4 illustrates the arrests for each associate member.

Table 3: Arrests for COG Member Jurisdiction, 2018

COG Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Arrests
Metropolitan (D.C.)	Other	116	62	746	910	245	2,374	55	4,508
Town of Bladensburg	UCR	0	1	0	11	10	11	7	40
City of Bowie	UCR	2	0	17	9	11	63	2	104
Charles County	UCR	5	7	71	232	49	619	22	1,005
Frederick County	UCR	0	8	18	65	45	340	9	485
City of Frederick	UCR	2	8	42	127	43	224	3	449
City of Gaithersburg	NIBRS	0	16	32	42	33	258	14	395
City of Greenbelt	UCR	2	2	17	20	12	38	8	99
City of Hyattsville	UCR	0	0	10	16	13	175	6	220
City of Laurel	UCR	2	3	5	33	9	127	2	181
Montgomery County	NIBRS	12	142	381	325	431	2,578	210	4,079
Prince George's County	UCR	57	65	302	288	183	803	137	1,835
City of Rockville	NIBRS	1	8	22	14	23	145	20	233
City of Takoma Park	NIBRS	0	2	13	7	11	18	2	53
City of Alexandria	NIBRS	4	25	30	104	52	311	18	544
Arlington County	NIBRS	1	4	19	54	19	265	15	377
City of Fairfax	NIBRS	0	0	9	2	7	64	2	84
Fairfax County	NIBRS	15	289	214	21	236	5,304	185	6,264
City of Falls Church	NIBRS	0	2	4	8	8	24	1	47
Town of Leesburg	NIBRS	0	2	8	28	7	107	6	158
Loudoun County	NIBRS	3	11	34	148	47	617	58	918
City Manassas	NIBRS	10	8	23	80	21	95	0	237
City Manassas Park	NIBRS	0	2	1	7	5	9	4	28
Prince William County	NIBRS	13	22	103	295	81	815	58	1,387
TOTAL		245	689	2,121	2,846	1,601	15,384	844	23,730

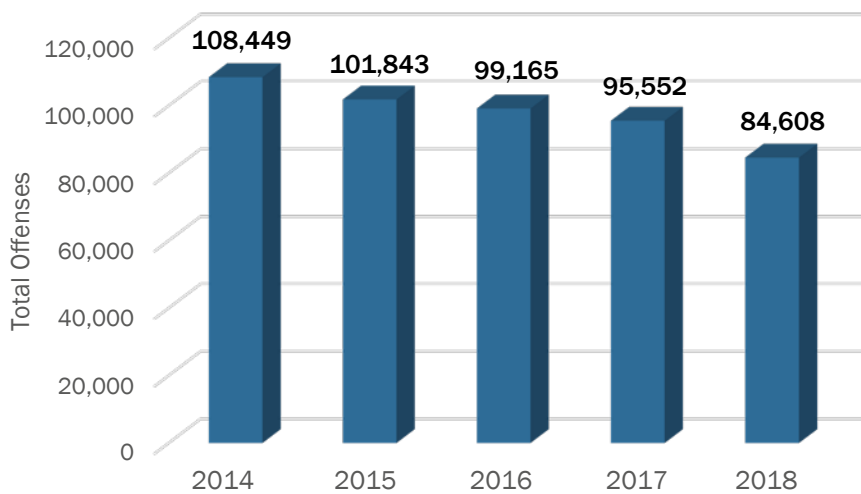
Table 4: Arrests Associate Members, 2018

Associate Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Arrests
Fauquier County	NIBRS	2	2	15	75	21	96	0	211
MNCPPC (Prince George's County)	UCR	2	2	15	75	21	96	0	211
Maryland State	UCR	0	0	1	17	5	17	3	43
Metro Transit	NIBRS	0	3	88	57	0	106	8	262
Metropolitan Washington Airports Authority	NIBRS	0	0	0	2	0	38	13	53
National Institutes of Health	UCR	0	0	0	1	0	6	0	7
U.S. Capitol	Other	0	0	0	9	0	9	14	32
U.S. Park	UCR	0	1	6	3	0	8	0	18
Virginia State (Div. 7)	NIBRS	0	0	0	6	0	6	2	14
TOTAL		4	8	125	245	47	382	40	851

CRIME TRENDS IN THE NATIONAL CAPITAL REGION

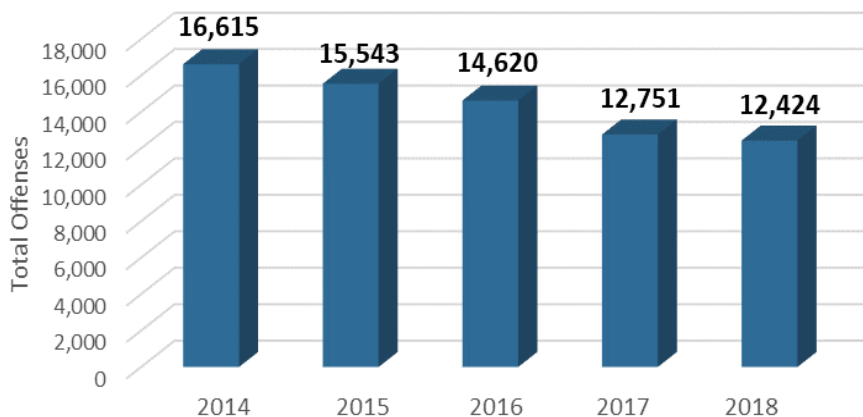
Crime trends in the National Capital Region (NCR) are calculated by adding the total number of historical property crimes and violent crimes, and then compares the total against the previous five years. Even with an increase in the overall calls for service in 2018 from the previous year, the COG region continues to show an overall decline in crime on a five-year perspective. Figure 2 shows the historical property crime trends from 2014 to 2018 in the NCR.

Figure 2: Historical Property Crime Trends, National Capital Region



Property crime trends had the most significant decrease of more than 11 percent in 2018 alone. Property crime includes offenses of burglary, larceny, and motor vehicle theft. The COG Investigative Commanders Subcommittee credits decline to enhanced community safety awareness campaigns, the harnessing of available commercial technologies used to identify crimes and those involved in criminal acts, advanced training for law enforcement personnel, and renewed emphasis on data sharing and open communications between law enforcement agencies to identify and combat crime trends. Figure 3 shows the historical violent crime trends from 2014-2018 in the NCR.

Figure 3: Historical Violent Crime Trends, National Capital Region

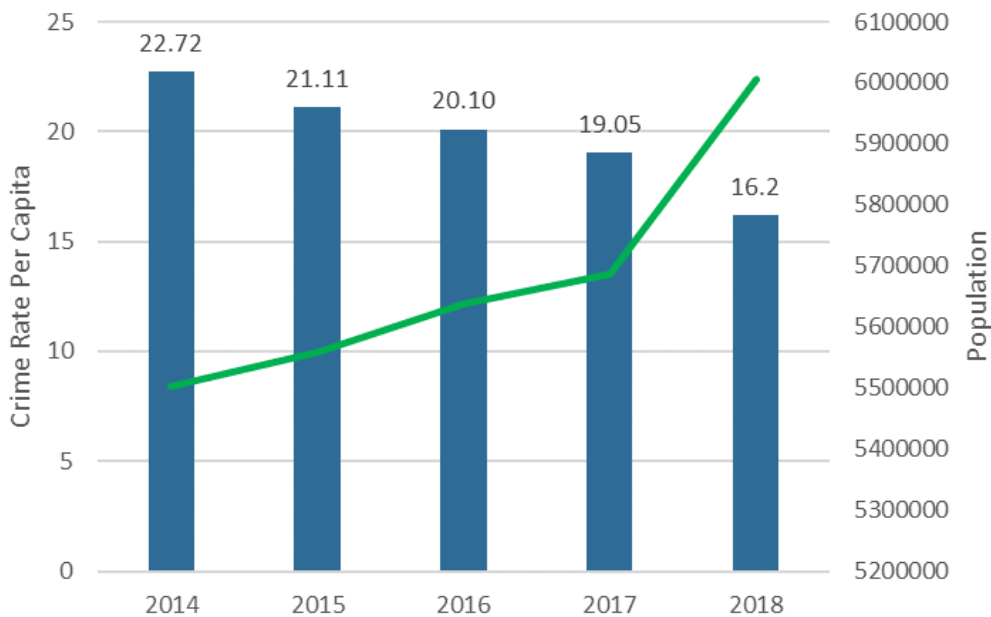


Regionally, violent crime did drop over 2.5 percent, however some jurisdictions witnessed specific increases in homicide and rape offenses. Law enforcement agencies have continued to work with each community to enhance trust and open communication between the police and the community. One area of progress has been the ability to make inroads with sexual assault advocacy groups and victims. The result of this renewed partnership may be an increase of reported crimes by victims who feel more comfortable with reporting to law enforcement. These positive gains extend from reporting through investigation and prosecution of the crime.

Crime Rate Per Capita

The NCR continues to be a safe place to live, work, and visit. While the region’s population has grown and surpassed 6 million, the crime rate per capita continues to drop based on 2018 statistics. The 2018 crime rate per capita was 16.2 per 1,000. Crime rate per capita is a commonly accepted measure of crime and often serves as a basic indicator of overall crime trends. In addition to the overall crime trends, each jurisdiction closely monitors their own crime patterns, and uses an assortment of policing, training, and specialized law enforcement to address current trends. Figure 4 illustrates the decrease in the crime rate per capita from 2014-2018. The green line in the figure represents the population growth over the last five years.

Figure 4: Crime Rate Per Capita, 2014-2018



Calls for service and staffing levels should be included when evaluating crime rate per capita. Calls for service numbers may not include officer-initiated calls and may only reflect dispatched calls. Table 5 provides a breakdown of the total calls for service in each COG jurisdiction and associate member jurisdictions, as well as the staffing levels for sworn and civilian personnel.

Table 5: Calls for Service and Staffing, National Capital Region, 2018

COG Police Departments	Calls	Sworn	Civilian
Metropolitan Police (D.C.)	632,267	3,800	600
COG Police Departments			
Town of Bladensburg	9,352	21	11
City of Bowie	37,718	67	20
Charles County	235,604	313	164
Frederick County	103,762	193	70
City of Frederick	104,811	148	44
City of Gaithersburg	31,710	56	10 FT/6 PT*
City of Greenbelt	24,006	53	18
City of Hyattsville	23,546	37	12
City of Laurel	61,559	70	21
Montgomery County	219,234	1,304	802
Prince George's County	296,443	1,608	230
City of Rockville	25,714	64	37
Takoma Park	15,399	38	23
Associate Police Departments			
City of Alexandria	82,548	321	101
Arlington County	76,295	353	107
City of Fairfax	13,227	66	23
Fairfax County	491,700	1469	323
City of Falls Church	46,093	32	11
Town of Leesburg	49,695	84	17
Loudoun County	167,117	583	128
City Manassas	52,305	96	28
City Manassas Park	19,312	34	9
Prince William County	245,574	686	200
SUBTOTAL	3,051,764	11,496	3012
Associate Police Departments			
Fauquier County	82,720	135	46
MNCPCC (Prince George's County)	126,186	131	31
Maryland State	127,702	166	N/A
Metro Transit	71,985	406	80
Metropolitan Washington Airports Authority	129,429	233	52
National Institutes of Health	43,070	102	28
U.S. Capitol	NA	NA	NA
U.S. Park	28,105	387	52
Virginia State (Div. 7)	222,448	235	35
SUBTOTAL	831,645	1,795	324
GRAND TOTAL	3,883,409	13,291	3,336

*City of Gaithersburg part-time civilian employees were captured as 0.5 each, with a civilian employee total of 13.

REGIONAL LAW ENFORCEMENT INITIATIVES

Tracking Criminal Gang Statistics

Statistics for crimes involving gang members have always been a source of public interest in the National Capital Region (NCR). Crime statistics help to engage the public in understanding the work of local law enforcement as well as inform them on threats in their communities. However, to ensure that the reported numbers may be easily understood and explained, crime tracking and reporting must be conducted in a specific manner. This public reporting challenges how jurisdictions track crime, and further encourages regional alignment on crime tracking and reporting.

Tracking gang statistics and trends can help to assess the demographics of gangs including, but not limited to: age range, prevalence, location, and types of crime associated with a particular gang. This information can assist in the identification of necessary initiatives or interventions targeted towards youth that are most at risk for gang involvement.

In order to formalize how these statistics are maintained, the Fairfax County Police Department has developed a tracking method that would provide the most accurate and comprehensive data, further ensuring that regional efforts are in line with the defined mission. The Fairfax County Police Department has made a substantiated effort to track two categories of gang crimes: Gang-Motivated and Gang-Related.

Gang-Motivated crimes include those that have a definitive nexus to gangs and meet the requirements of Virginia Code 18.2-46.2, Criminal Gang Participation, which states; “Any person who actively participates in or is a member of a criminal street gang and who knowingly and willfully participates in any predicate criminal act committed for the benefit of, at the direction of, or in association with any criminal street gang.”

Gang-Related crimes include any crime committed by a gang member or associate where the motive was not for the purpose of advancing the criminal enterprise of the gang.

Going forward, Fairfax County Police Department will provide statistics that clearly define whether the crimes are gang-motivated or gang-related, in accordance with the definitions listed above. This methodology is effective, but also presents some challenges.

The most challenging aspect of classifying a crime as gang-motivated is proving the intent of the gang and/or the gang member. In many crimes, there is evidence that a gang member was involved; however, proving the crimes were committed for the benefit of, at the direction of, or in association with the gang as defined under law is a difficult task for the NCR.

The argument in favor of using the gang-motivated definition, despite the aforementioned challenges, is that it focuses sharply on the circumstances of the incident rather than the identification of the individual as a gang member. It is more defined than the gang-related definition and thus better withstands court challenges. However, tracking gang-related crimes, in addition to gang-motivated crimes, will better explain the crime statistics from a law enforcement and a public perspective.

The Fairfax County Police Department has modeled an effective and strategic method for tracking gang-related crimes. Adopting similar practices as a regional approach within NCR may improve several risk-related areas including:

- Creating a more strategic process for identifying capability gaps, thus promoting more effective resource allocation;
- Enhancing the quality of policing in better identifying the present threats;
- Providing more accurate public information and warnings with the community; and
- Identifying other incentives targeted towards gang-related crime prevention.

With a multitude of operating gangs within the NCR, including the transnational Mara Salvatrucha (MS-13) and Barrio 18, regional alignment towards tracking crime statistics will enhance the ability of law enforcement to reduce, thwart, detect, and prevent gang violence and crime.

Lieutenant Jason Allegra

Assistant Commander, Criminal Intelligence Division Fairfax County Police Department

Regional Complex Coordinated Attack Programs

In addition to Part 1/Part A Offenses, the local law enforcement agencies continue to address the threat of terrorism in the region. Several agencies have applied for and received Department of Homeland Security's Federal Emergency Management Agency grant funding through the *2016 Program to Prepare Communities for Complex Coordinated Terrorist Attacks (CCTA)*. This grant program intends to identify capability gaps, develop and/or update plans, train first responders, and conduct exercises to validate capabilities in responding to a CCTA. These types of trainings and regional collaboration efforts are a focus area in the Police Chiefs Committee work plan for "Operational Coordination," which is intended to promote multidisciplinary coordination and improve situational awareness.



For example, the Metropolitan Washington Airports Authority (MWAA) was awarded one of these grants and has created a program specific to the security and safety at National Capital Region's airports. MWAA's program enhances security and builds the capacity of MWAA, and its regional partners, to respond to and recover from a complex coordinated attack at the Washington Reagan National Airport (DCA) and the Washington Dulles International Airport (IAD). The project focuses on advancing community and regional partnerships by collaborating across jurisdictional boundaries and multi-disciplinary entities. MWAA has hosted over 866 public safety professionals from local and federal entities. Airport Familiarization Classes and Force on Force Scenario Training Drills are offered at both airports. Law enforcement, fire services, emergency management and emergency communications have all participated in these regional trainings.

CONCLUSION

The NCR continues to see a decline in overall crime, even with the population increasing. Part I/Part A Offenses have decreased by 10 percent with significant declines in both property crime and violent crime offenses. The five-year perspective of crime illustrates how the successfully implemented police department programs are creating safer communities in the NCR. Improvements can continue to be attributed to the commitment to regional priorities set by the Homeland Security Executive Committee (HSEC); the jurisdictions' dedication to training, information sharing, and innovative crime technologies; and the police departments' commitment to regional law enforcement initiatives.

These regional initiatives, like the gang activity tracking and reporting method, are forward leaning crime detection and prevention projects, utilizing cutting edge technologies, and giving law enforcement more techniques to educate the public. With diverse resourcing, the Police Chiefs Committee will continue to sponsor new initiatives that close the gap in crime prevention and terrorism activity.

By building relationships, exchanging information, and engaging in law enforcement programs across the COG region, the Police Chiefs Committee directs their various technical subcommittees to work on regional law enforcement issues. For 2019, the COG Police Chiefs Committee and subcommittees are working in the following focus areas: (1) intelligence, information sharing, and situational awareness; (2) operational coordination; (3) civil disturbance preparedness; (4) gang activity; and (5) substance and opioid dependency epidemic. From strategic to tactical levels, the region's subcommittees regularly meet to discuss innovative techniques and best practices to address these focus areas.

The COG Police Chiefs Committee, representing the law enforcement agencies across the NCR, are committed to collaborating and identify new ways to ensure that the region remains a safe and secure place to live and work.

IN MEMORIAM

Remembering those men and women who gave their lives in service to metropolitan Washington in 2018. Learn more about these heroes and others from The National Law Enforcement Officers Memorial Fund.



Sergeant Mujahid Abdul Mumin Ramziddin
Prince George's County Police Department

APPENDIX: OFFENSES BY JURISDICTION

District of Columbia

Metropolitan Police Department				
	2017	2018	INC/DEC	%
HOMICIDE	116	160	44	38%
RAPE	296	273	-23	-8%
ROBBERY	2,183	2,034	-149	-7%
AGG ASSAULT	1,858	1,674	-184	-10%
BURGLARY	1,526	1,422	-104	-7%
LARCENY	24,798	14,276	-10,522	-42%
M/V THEFT	2,425	2,407	-18	0%
TOTAL	33,202	22,246	-10,956	-33%

Maryland

CITY OF BOWIE				
	2017	2018	INC/DEC	%
HOMICIDE	4	1	-3	-75%
RAPE	3	3	0	0%
ROBBERY	35	26	-9	-26%
AGG ASSAULT	39	51	12	31%
BURGLARY	77	82	5	6%
LARCENY	606	686	80	13%
M/V THEFTS	77	49	-28	-36%
TOTAL	841	898	57	7%

CHARLES COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	8	11	3	38%
RAPE	39	48	9	23%
ROBBERY	126	111	-15	-12%
AGG ASSAULT	367	440	73	20%
BURGLARY	408	223	-185	-45%
LARCENY	2,092	1,809	-283	-14%
M/V THEFTS	181	160	-21	-12%
TOTAL	3,221	2,802	-419	-13%

TOWN OF BLADENSBURG				
	2017	2018	INC/DEC	%
HOMICIDE	1	1	0	0%
RAPE	3	4	1	33%
ROBBERY	30	12	-18	-60%
AGG ASSAULT	38	37	-1	-3%
BURGLARY	38	46	8	21%
LARCENY	212	232	20	9%
M/V THEFTS	71	52	-19	-27%
TOTAL	393	384	-9	-2%

CITY OF FREDERICK				
	2017	2018	INC/DEC	%
HOMICIDE	1	3	2	200%
RAPE	28	26	-2	-7%
ROBBERY	87	74	-13	-15%
AGG ASSAULT	352	168	-184	-52%
BURGLARY	149	138	-11	-7%
LARCENY	1,107	1,302	195	18%
M/V THEFTS	43	51	8	19%
TOTAL	1,767	1,762	-5	0%

FREDERICK COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	3	0	-3	-100%
RAPE	20	25	5	25%
ROBBERY	30	22	-8	-27%
AGG ASSAULT	104	126	22	21%
BURGLARY	216	177	-39	-18%
LARCENY	1,071	1,015	-56	-5%
M/V THEFTS	46	41	-5	-11%
TOTAL	1,490	1,406	-84	-6%

CITY OF GAITHERSBURG				
	2017	2018	INC/DEC	%
HOMICIDE	1	0	-1	-100%
RAPE	47	54	7	15%
ROBBERY	50	42	-8	-16%
AGG ASSAULT	73	71	-2	-3%
BURGLARY	121	95	-26	-21%
LARCENY	1,175	1,041	-134	-11%
M/V THEFTS	52	69	17	33%
TOTAL	1,519	1,372	-147	-10%

CITY OF GREENBELT				
	2017	2018	INC/DEC	%
HOMICIDE	4	3	-1	-25%
RAPE	9	14	5	56%
ROBBERY	78	56	-22	-28%
AGG ASSAULT	54	44	-10	-19%
BURGLARY	98	88	-10	-10%
LARCENY	610	563	-47	-8%
M/V THEFTS	67	72	5	7%
TOTAL	920	840	-80	-9%

MONTGOMERY COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	22	20	-2	-9%
RAPE	396	514	118	30%
ROBBERY	735	591	-144	-20%
AGG ASSAULT	773	779	6	1%
BURGLARY	1,666	1,450	-216	-13%
LARCENY	13,420	12,079	-1,341	-10%
M/V THEFTS	919	833	-86	-9%
TOTAL	17,931	16,266	-1,665	-9%

PRINCE GEORGE'S COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	59	53	-6	-10%
RAPE	128*	127	-1	-1%
ROBBERY	855	825	-30	-4%
AGG ASSAULT	1,026	911	-115	-11%
BURGLARY	1,951	1,748	-203	-10%
LARCENY	9,276	8,618	-658	-7%
M/V THEFTS	2,575	2,331	-244	-9%
TOTAL	15,742	14,613	-1,257	-8%

CITY OF ROCKVILLE				
	2017	2018	INC/DEC	%
HOMICIDE	1	1	0	0%
RAPE	36	33	-3	-8%
ROBBERY	37	33	-4	-11%
AGG ASSAULT	46	35	-11	-24%
BURGLARY	124	101	-23	-19%
LARCENY	960	881	-79	-8%
M/V THEFTS	53	62	9	17%
TOTAL	1,257	1,146	-111	-9%

CITY OF TAKOMA PARK				
	2017	2018	INC/DEC	%
HOMICIDE	0	0	0	0%
RAPE	3	0	-3	-100%
ROBBERY	29	19	-10	-34%
AGG ASSAULT	19	21	2	11%
BURGLARY	55	54	-1	-2%
LARCENY	359	343	-16	-4%
M/V THEFTS	30	25	-5	-17%
TOTAL	495	462	-33	-7%

CITY OF LAUREL				
	2017	2018	INC/DEC	%
HOMICIDE		4		
RAPE		9		
ROBBERY		46		
AGG ASSAULT		54		
BURGLARY		73		
LARCENY		775		
M/V THEFTS		78		
TOTAL		1,039		

Virginia

CITY OF ALEXANDRIA				
	2017	2018	INC/DEC	%
HOMICIDE	6	4	-2	-33%
RAPE	9	11	2	22%
ROBBERY	103	80	-23	-22%
AGG ASSAULT	137	151	14	10%
BURGLARY	167	127	-40	-24%
LARCENY	2,094	2,073	-24	-1.1%
M/V THEFTS	178	202	24	13%
TOTAL	2,694	2,648	-46	-2%

CITY OF FALLS CHURCH				
	2017	2018	INC/DEC	%
HOMICIDE	0	0	0	0
RAPE	4	2	-2	-50%
ROBBERY	2	3	1	50%
AGG ASSAULT	3	7	4	133%
BURGLARY	6	8	2	33%
LARCENY	209	150	-59	-28%
M/V THEFTS	12	13	1	8%
TOTAL	236	183	-53	-22%

ARLINGTON COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	4	4	0	0
RAPE	39	54	15	38%
ROBBERY	75	76	1	1%
AGG ASSAULT	184	175	-9	-4%
BURGLARY	160	128	-32	-20%
LARCENY	2,621	2,365	-256	-10%
M/V THEFTS	143	171	28	20%
TOTAL	3,226	2,973	-253	-8%

FAIRFAX COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	20	13	-7	-35%
RAPE	108*	85	23	-21%
ROBBERY	428	352	-76	-18%
AGG ASSAULT	417	378	-39	-9%
BURGLARY	768	762	-6	-1%
LARCENY	12,615	11,832	-783	-6%
M/V THEFTS	702	806	104	15%
TOTAL	15,045	14,461	-584	-6%

CITY OF FAIRFAX				
	2017	2018	INC/DEC	%
HOMICIDE	0	0	0	0
RAPE	4	6	2	50%
ROBBERY	24	14	-10	-42%
AGG ASSAULT	4	6	2	50%
BURGLARY	11	13	2	18%
LARCENY	361	374	13	4%
M/V THEFTS	20	25	5	25%
TOTAL	424	438	14	3%

LOUDOUN COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	2	5	3	150%
RAPE	59*	67	8	14%
ROBBERY	48	46	-2	-4%
AGG ASSAULT	113	133	20	18%
BURGLARY	147	130	-17	-12%
LARCENY	2,590	2,218	-372	-14%
M/V THEFTS	142	153	11	8%
TOTAL	3,101	2,752	-349	-11%

CITY OF MANASSAS				
	2017	2018	INC/DEC	%
HOMICIDE	3	1	-2	-67%
RAPE	10	23	13	130%
ROBBERY	38	18	-20	-53%
AGG ASSAULT	35	53	18	51%
BURGLARY	89	73	-16	-18%
LARCENY	713	549	-164	-23%
M/V THEFTS	48	41	-7	-15%
TOTAL	936	758	-178	-19%

CITY OF MANASSAS PARK				
	2017	2018	INC/DEC	%
HOMICIDE	0	0	0	0
RAPE	6	5	-1	-17%
ROBBERY	4	7	3	75%
AGG ASSAULT	7	10	3	43%
BURGLARY	12	12	0	0
LARCENY	134	96	-38	-28%
M/V THEFTS	10	11	1	10%
TOTAL	173	141	-32	-18%

PRINCE WILLIAM COUNTY				
	2017	2018	INC/DEC	%
HOMICIDE	4	9	5	125%
RAPE	112	83	-29	-25%
ROBBERY	241	181	-60	-25%
AGG ASSAULT	576	500	-76	-13%
BURGLARY	506	466	-40	-8%
LARCENY	4,529	4,249	-280	-6%
M/V THEFTS	413*	454	41	10%
TOTAL	6,381	5,942	-439	-7%

Notes:

*Previous year statistics were updated since last year's report. Please refer to the jurisdiction for most up to date information on specific crime statistics.

COG POLICE CHIEFS COMMITTEE

PRIMARY MEMBER AGENCIES	
AGENCY	CHIEF / EXECUTIVE IN CHARGE
City of Alexandria Police Department	Michael Brown, Chief
Arlington County Police Department	M. Jay Farr, Chief, Chair COG Police Chiefs Committee
Bladensburg Police Department	Tracey Stone, Chief
City of Bowie Police Department	John Nesky, Chief
Charles County Sheriff's Office	Troy Berry, Chief
City of Fairfax Police Department	Erin Schaible, Chief
Fairfax County Police Department	Edwin Roessler, Chief
City of Falls Church Police Department	Mary Gavin, Chief
City of Frederick Police Department	Edward Hargis, Chief
Frederick County Sheriff's Office	Chuck Jenkins, Sheriff
City of Gaithersburg Police Department	Mark Sroka, Chief
City of Greenbelt Police Department	Richard Bowers, Chief
City of Hyattsville Police Department	Douglas Holland, Chief
Laurel Police Department	Russell Hamill, Chief
Leesburg Police Department	Gregory Brown, Chief
Loudoun County Sheriff's Office	Michael Chapman, Sheriff
City of Manassas Police Department	Douglas Keen, Chief
Manassas Park Police Department	John Evans, Chief
Metropolitan Police Department	Peter Newsham, Chief
Montgomery County Police Department	Marcus Jones, Chief
Prince George's County Police Department	Henry Stawinski, Chief
Prince William County Police Department	Col. Barry Barnard, Chief
City of Rockville Police Department	Victor Brito, Chief
Takoma Park Police Department	Tony DeVaul, Chief
ASSOCIATE MEMBER AGENCIES	
AGENCY	CHIEF / EXECUTIVE IN CHARGE
Air Force District of Washington	Gregory Jarmusz, Acting Director of Security Forces
Amtrak Police Department	Neil Trugman, Chief
Culpeper County Sheriffs	Scott Jenkins, Sheriff
CIA - Security Protective Services Division	Alton Jones, Chief
Fauquier County Sheriff's Office	Sheriff Robert Mosier
Federal Bureau of Investigations, Police Unit	David Sutton
Federal Bureau of Investigations, Washington Field Office	John Selleck, Assistant Director in Charge
Federal Protective Service National Capital Region	Maybelle Hallman
Homeland Security Investigations, Washington Field Office	Raymond, Villanueva, SAC
Maryland State Police Department	William Pallozzi, Colonel
Maryland Department of Natural Resources Police	Robert Ziegler, Jr., Colonel
Maryland National Capital Park Police Prince George's County Division	Stanley Johnson, Chief
Military District of Washington / Joint Forces Headquarters	Shannon Lucas, Colonel, Provost Marshal
Metro Transit Police Department	Ronald Pavlik, Chief
Metropolitan Washington Airport Authority	David Huchler, Chief, Vice Chair Police Chiefs Committee
National Geospatial Intelligence Agency Police	Drew Stathis, Chief
National Institutes of Health Police Department	Alvin Hinton, Chief
Pentagon Force Protection Agency	Woodrow Kusse, Chief
Smithsonian Office of Protection Services	Jeanne O'Toole, Director
U.S. Capitol Police Department	Steven Sund, Chief
U.S. Park Police	Robert MacLean, Chief
United States Secret Service, Washington Field Office	Matthew Miller, SAC
University of the DC Police Department	Marieo Foster, Chief
Virginia State Police, Division 7	J-P Koushel, Captain



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Council of Governments

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AGENDA ITEM #11

THE INTERSECTION OF HOUSING AND TRANSPORTATION

visualize2045

A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION



Photo credit: Mr. TinDC/Flickr

Seven Transportation Initiatives for a Better Future

Visualize 2045 is a new kind of long-range transportation plan for the National Capital Region. It shows the projects and other improvements the region's transportation agencies expect to be able to afford between now and 2045, as well as the types of projects they would build if they had more funding.

In 2017, while developing Visualize 2045, the Transportation Planning Board (TPB) looked at more than 80 projects, programs, and policies that are not currently funded, but could potentially address key challenges the region is facing. Some of these ideas were packaged into "initiatives" that were analyzed for their impacts on future transportation conditions.

Based upon analysis and discussion, the TPB endorsed seven initiatives in early 2018 for future concerted action and inclusion in the aspirational element of Visualize 2045. The TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region's transportation system performance compared to current plans and programs.

The seven Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Capital Trail

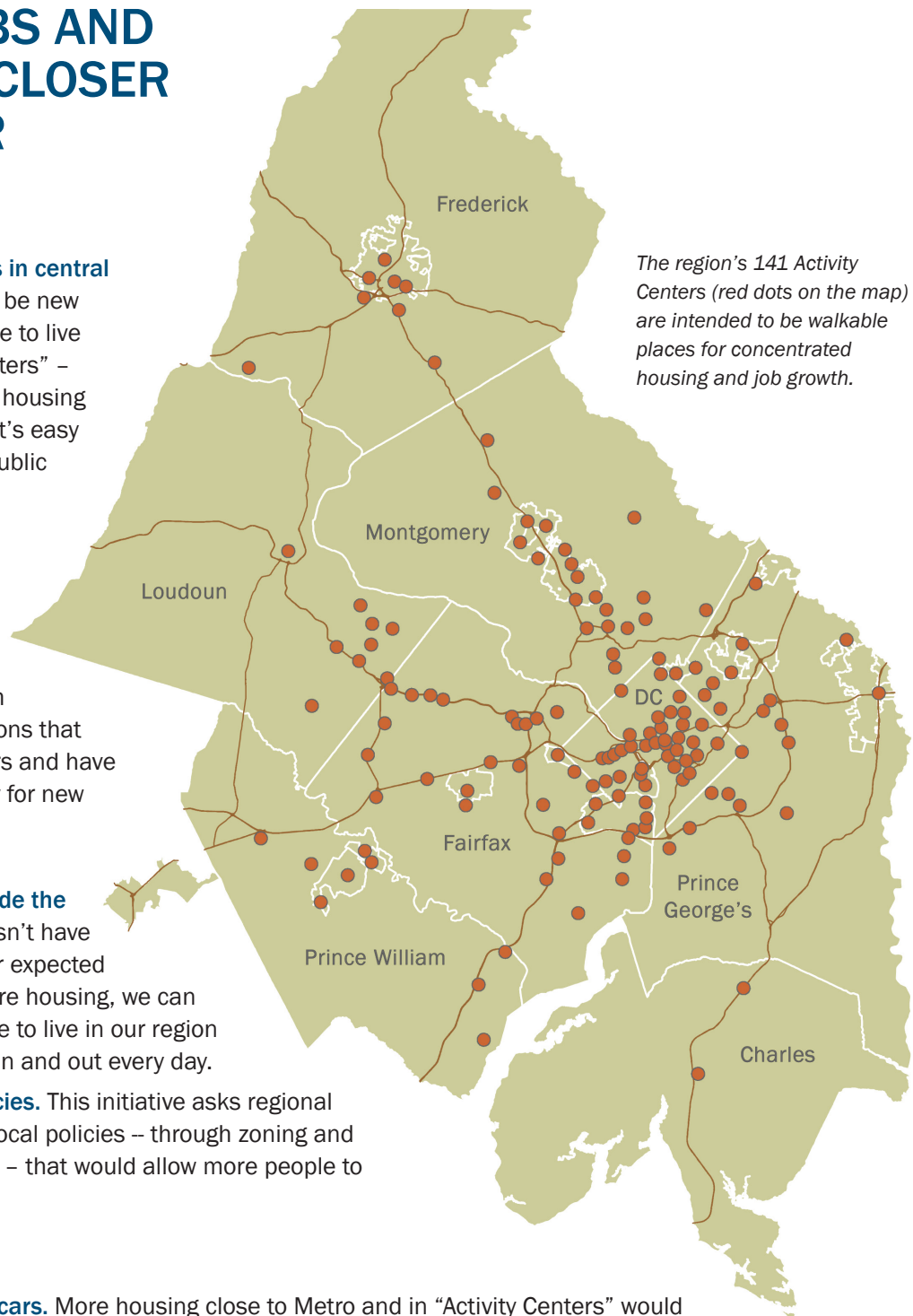
The following pages provide more detail on each Aspirational Initiative and offer example projects, programs, and policies that align with the initiatives.



→ BRING JOBS AND HOUSING CLOSER TOGETHER

What is it?

- **More housing and jobs in central locations.** There would be new opportunities for people to live or work in “Activity Centers” – places where jobs and housing are concentrated and it’s easy to walk, bike, or take public transit.
- **Taking advantage of underused Metro stations.** Local planning efforts would encourage housing and job growth close to Metrorail stations that aren’t as busy as others and have available space nearby for new construction.
- **Reduced traffic from commuting from outside the region.** Our region doesn’t have enough housing for our expected growth. By building more housing, we can encourage more people to live in our region instead of commuting in and out every day.
- **Coordinated local policies.** This initiative asks regional leaders to coordinate local policies – through zoning and revisions in local plans – that would allow more people to live closer to jobs.



“Visualize” the future:

- **Fewer, shorter trips in cars.** More housing close to Metro and in “Activity Centers” would let more people walk to work and transit. That means there would be fewer cars on our region’s roads. And that would significantly reduce congestion, making driving more reliable for those who commute by car.
- **Increased economic opportunity.** More jobs would be available to more people within a short distance from home – which is particularly important for low-income workers and those without cars.
- **Vibrant communities.** Imagine being able to walk and bike to work, school, errands, and fun. It’s good for our health and for the environment. More household growth concentrated in central locations would help us achieve that future.



Photo credit: Beyond DC/Flickr

➔ EXPAND BUS RAPID TRANSIT AND TRANSITWAYS

What is it?

- **Buses that feel like rail.** Bus-rapid transit (BRT) in suburban Maryland, Northern Virginia, and D.C. would provide high-quality transit services that approach the speed of rail, but at a fraction of the cost to build.
- **A dramatically expanded transit service.** Express bus, streetcar, and light rail systems would be available for more people in more places throughout the region.
- **Targeted rail projects.** Streetcar and light rail routes would provide targeted connections within the regionwide system, serving high-density locations and promoting economic development.

“Visualize” the future:

- **A diversity of transit options.** Imagine having access to express transit, even if you live or work far from a Metrorail station. Fast and reliable transit now comes in many shapes and forms, and in the future, this initiative would provide an abundance of options. BRT buses would operate in their own separated lanes with pre-payment systems and level boarding to get people on and off quickly.
- **More access to jobs.** Along with new transit comes access to new opportunities. BRT, light rail, and streetcars would not only connect the region’s many “Activity Centers” – our economic engines – but would also help people move around within them. More transit would provide new travel options for scores of people who currently struggle to get to and from work.
- **Better bike/ped access.** New buses and rail encourage walking and bicycling. To maximize the benefit of new transit services, we need to make sure people can get to and from stations on sidewalks, paths and bike lanes safely.

➔ MOVE MORE PEOPLE ON METRORAIL

What is it?

- **Moving more people through the center of the region.** To move more people on Metrorail, there would be more trains and lines, and stations would be expanded. The focus would be on the downtown core of the region to accommodate more riders where stations and trains are overcrowded.
- **Longer trains.** In the near-term future, eight-car trains (instead of six-car trains) would run on all lines at all times.
- **Expanded stations.** Stations at the heart of the system would be expanded to handle new riders with less crowding. These changes would include expanded mezzanines and new fare gates and escalators.
- **A second station in Rosslyn.** The addition of a second Rosslyn station to increase the frequency of Orange, Blue, and Silver Line trains would relieve a system bottleneck that slows down commutes throughout the region.
- **A new inner loop.** A new loop rail line across the Potomac River (via a new Rosslyn tunnel) would connect Virginia to Georgetown, and on to Union Station.

“Visualize” the future:

- **Dependability.** With Metro restored to an excellent state of good repair, imagine more trains, running more often, with stations that have space for more people. The expanded capacity would make the Metrorail system more reliable and efficient.
- **Region-wide impacts.** Enhancing capacity on the existing system would benefit the whole region. Currently, the 26 stations in the region’s core are the destination or transfer point for 80 percent of all rail riders system-wide. When those links are clogged, travel everywhere is affected.
- **Reduced road congestion.** These projects would not only affect transit riders. By making it easier to get on the train, we can reduce road congestion significantly and shorten many daily trips, whether on Metro or by car.
- **World-class system.** The economic benefits would be profound. Enhanced capacity on Metrorail would improve access to jobs and strengthen our competitive advantage in the global economy.



Photo credit: TPB

➔ PROVIDE MORE TELECOMMUTING AND OTHER OPTIONS FOR COMMUTING

What is it?

- **Reducing solo car trips.** This initiative would expand programs to increase the number of people who telework, find carpools, or use transit. These programs can be implemented by employers, government programs, or both.
- **More workers teleworking.** As a result of employer-based incentives, one in five workers in the region would telework each day. That's double the amount today. In addition, workplaces would let employees come to work early or late some days to avoid traveling during rush hour.
- **Subsidies for not driving.** The number of employees receiving transit and carpool subsidies from work would increase significantly. And workers who currently receive free parking could receive the cash value of that benefit to pay for transit or other commuting options (known as parking cash-out.)
- **Reduced parking incentives at work.** Local governments and employers would stop subsidizing the cost of parking in the region's "Activity Centers," where jobs and housing are concentrated. This would encourage more people to carpool or take transit. The new parking prices would vary based on distance from central business districts. Areas that currently do not charge for parking would charge lower amounts than those that already charge.

"Visualize" the future:

- **Getting cars off the road.** Imagine a future with fewer cars clogging the roads and polluting the air. This initiative would take many cars off roads due to the number of people telecommuting and using alternate modes on any given day. Without needing to build any new roads or other infrastructure, this initiative greatly lessens congestion due to the vast reduction in people traveling alone in cars at any given time.
- **Reduced emissions.** Vehicle emissions would consequently decrease, greatly benefiting the region's air quality and environment.





➔ EXPAND EXPRESS HIGHWAY NETWORK

What is it?

- **Congestion-free toll roads.** Toll lanes would be added to existing highways throughout the region. Traffic on these lanes would be congestion-free because of dynamic pricing – toll rates increase during the most congested times of day. And higher tolls would reduce demand on the lanes, keeping traffic free-flowing.
- **Building on an emerging toll road network.** Managed lanes exist today on new facilities in Maryland and Virginia. We are already seeing that toll lanes are the most likely way that we will be able to fund needed road projects in our growing region, even as we seek to reduce our dependence on driving alone. They would also encourage carpooling by exempting cars with more passengers from the tolls.
- **New opportunities for transit.** A new network of express buses would travel in the express toll lanes, connecting people and jobs throughout the region. The revenues generated from the tolls would be used to operate the new extensive regional network of high-quality bus services.

“Visualize” the future:

- **Less congestion, faster trips.** The expanded express lane system would reduce average travel times and congestion. Driving would be more reliable and predictable.
- **Speedy bus service.** Operating in free-flowing traffic would ensure reliable bus service. For people who cannot regularly afford to drive in toll lanes, express buses would provide an attractive and dependable way to take advantage of the congestion-free express lanes.
- **Expanded access to jobs.** Express lanes would expand economic opportunity, making it easier for commuters to know with certainty that they can get to work on time on a regular basis.

➔ IMPROVE WALK AND BIKE ACCESS TO TRANSIT

What is it?

- **More paths to transit.** Our region doesn't have enough safe options for walking or bicycling to transit stations. Often, there are barriers in the way, such as a lack of safe sidewalks or crosswalks, or a major road that cannot be crossed. If you live or work within a half mile of a rail or BRT station, you should be able to walk to the station within 10 minutes on average, or bike to the station within a short period.
- **Removing barriers for walkers and bicyclists.** Sidewalks would be built or repaired, crosswalks and crossing signals would be installed, and new trails would be constructed. Walking or biking would be comfortable and convenient.

“Visualize” the future:

- **Safe and comfortable.** Imagine having easy and safe access to transit, free of worry from unsafe sidewalks, poor lighting, or lack of safe crossings. Throughout the region, many more people would have safe and easy access to high-capacity transit – not only would this mean that people's personal safety while walking or biking to transit stations would improve – but it would also mean more people would choose to use transit because it would become a much more attractive option to them.
- **Providing key links.** First- and last-mile connections would provide access to jobs and other destinations within shorter commute times. Such cost-effective measures can improve Metro ridership and stimulate the economy. More people taking transit would take more cars off the roads, improving the environment and helping to reduce congestion for those who drive.
- **Easily move around your community.** Diverse economic activities would thrive if people can easily move around their communities. Seniors, people with disabilities, and transit-dependent populations would have more opportunities to get around without a car. Communities would benefit from increased street life and renewed vibrancy.



➔ COMPLETE THE NATIONAL CAPITAL TRAIL

What is it?

- **A bicycle beltway.** The National Capital Trail, a network of bicycle/pedestrian trails, would circle the region's central jurisdictions. It has often been referred to as the “bicycle beltway.” The trail would be 60 miles long when complete. Currently, 21 miles are unconstructed and three miles need to be upgraded.

Visualize” the future:

- **Access to opportunities.** When complete, the trail would connect 26 Metrorail stations and 36 of the region's “Activity Centers,” where jobs and housing are concentrated. This means many thousands of the region's residents would have access to high-quality trails for recreational use and vital connections for commuting and making other daily trips via the trail or by connecting to transit.
- **A regional network.** The trail would be a regional crossroads, where visitors would mingle with local residents, and connections to communities would be easily navigable.

You can help us make these ideas a reality!

Participate: Attend meetings in your community and be a part of the process.

Support: Show your support for projects, policies, and programs you want to see in your community that align with the Aspirational Initiatives.

Connect: Subscribe to Visualize 2045 updates, follow the TPB on Twitter and Facebook, and stay in the know at Visualize2045.org.

Learn: Check out Visualize2045.org. There you can learn about our long-range transportation plan. See what our region expects to fund in the future and get to know the aspirational element and these initiatives.

Staff contact:

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ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

AGENDA ITEM #12

EXECUTIVE SESSION

AGENDA ITEM #13

OTHER BUSINESS

AGENDA ITEM #14

ADJOURN