

**COG BOARD OF DIRECTORS MEETING**

**DATE:** May 13, 2015  
**TIME:** 12:00 – 2:00PM  
**PLACE:** COG Board Room

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

**PLEASE NOTE: The Foster Parent of the Year Reception will take place from 11:00AM – 11:45AM in the lobby outside the Board Room. The Foster Parents Video will begin promptly at 11:45AM. Lunch for members and alternates will be available at 11:30AM**

**FOSTER PARENT OF THE YEAR RECEPTION & AWARDS**

**Video Premiere  
(11:45AM – 12:10PM)**

**Awards Announcements  
(12:10-12:20PM)**

**AGENDA**

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE  
(12:20PM)**

**Honorable William Euille  
Mayor, City of Alexandria  
COG Board Chair**

**2. ANNOUNCEMENTS  
(12:25 – 12:30PM)**

**Chair Euille**

**A. COG Leadership Retreat – July 24-26**

**3. EXECUTIVE DIRECTOR'S REPORT  
(12:30 – 12:35PM)**

**4. AMENDMENTS TO AGENDA  
(12:35 – 12:40PM)**

**5. APPROVAL OF MINUTES OF APRIL 8, 2015  
(12:40– 12:45PM)**

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002  
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

**6. ADOPTION OF CONSENT AGENDA ITEMS  
(12:45 – 12:50PM)**

**A. RESOLUTION UPDATING THE TITLE VI PLAN AND PROGRAM**

The Board will be asked to adopt Resolution R31-2015, updating COG's Title VI Plan and Program. The plan and program were prepared pursuant to the requirements of Title VI of the Civil Rights Act of 1964, and to comply with Federal Transit Administration grant recipient guidelines. Approval by the Board is recommended by COG's Executive Director and General Counsel.

**RECOMMENDED ACTION: Adopt Resolution R31-2015.**

**B. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO PROVIDE PROGRAMMATIC SUPPORT TO THE SECURING THE CITIES (STC) PROGRAM FOR THE DISTRICT OF COLUMBIA HSEMA**

The Board will be asked to adopt Resolution R32-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$377,250. COG has been requested by the District of Columbia HSEMA to provide programmatic support to the Securing the Cities (STC) Program for DC HSEMA that will include two full time positions for one year. Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

**RECOMMENDED ACTION: Adopt Resolution R32-2015.**

**C. RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND FUNDS TO CONDUCT ENGINEERING AND FINANCIAL FEASIBILITY ASSESSMENTS OF ON-SITE DISTRIBUTED ENERGY SOLUTIONS IN THE REGION**

The Board will be asked to adopt Resolution R33-2015 authorizing the Executive Director, or his designee, to receive and expend grant funding up to \$100,000 from the District Department of General Services (DC DGS) and other governmental property owners in the region to conduct engineering and financial feasibility assessments of on-site distributed energy solutions, provide technical assistance, and prepare findings and recommendations reports. **No COG matching funds are required.**

**RECOMMENDED ACTION: Adopt Resolution R33-2015.**

**D. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO DEVELOP A COMPREHENSIVE EMERGENCY PREPAREDNESS WEBSITE AND MATERIALS FOR THE DISTRICT OF COLUMBIA**

The Board will be asked to adopt Resolution R34-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$257,202.26. COG has been requested by the District of Columbia HSEMA to procure a contractor to develop a comprehensive emergency preparedness website and materials for District residents to help them stay informed and prepared for all hazards. Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

**RECOMMENDED ACTION: Adopt Resolution R34-2015.**

## ACTION AGENDA

### **7. BRIEFING ON FREDERICK COUNTY'S NEW FORM OF GOVERNMENT (12:50-1:00PM)**

**Honorable Jan Gardner  
County Executive, Frederick County**

Frederick County transitioned from the County Commissioner form of government to the County Charter form of government on December 1, 2014. Under Charter Government, there is an Executive Branch with a County Executive and a Legislative Branch with a County Council. County Executive Gardner will brief the Board on the new form of government.

**RECOMMENDED ACTION: Receive briefing.**

### **8. FY 2015 THIRD QUARTER FINANCIAL REPORT (1:00 – 1:05PM)**

**Ms. Leta Simons  
Chief Financial Officer, COG**

Ms. Simons will provide the COG Board with the FY 2015 third quarter (July 2014 – March 2015) financial report.

**RECOMMENDED ACTION: Receive briefing.**

### **9. PROPOSED BY-LAW AMENDMENTS RELATING TO CORPORATE AND FINANCIAL MATTERS (1:05-1:10PM)**

**Mr. Chuck Bean  
Executive Director, COG**

At the April 8, 2015 Board meeting a memo from General Counsel Pandak was distributed giving advanced notice of the proposed amendments to the By-laws regarding corporate and financial matters. The proposed amendments are included for second notice in today's Board packet. Mr. Bean will review the proposed By-law amendments and recommend adoption by the Board.

**RECOMMENDED ACTION: Adopt Resolution R35-2015, approving the changes to the COG By-laws.**

### **10. COG ENDORSEMENT OF MAINTAINED FEDERAL FUNDING FOR WMATA (1:10-1:20PM)**

**Mr. Rashad Young  
City Administrator, District of Columbia**

**Mr. Chuck Bean  
Executive Director, COG**

In the fiscal 2016 spending bill the House Transportation, Housing and Urban Development Appropriations Subcommittee approved on April 29, 2015, the subcommittee allocated \$75 million in

federal funding to WMATA. That figure is only half the amount (\$150 million) that has been allocated to the Metro system since 2009. Mr. Bean will speak to the importance of maintained federal funding to WMATA. Administrator Young will propose approval of a letter from the COG Board of Directors endorsing maintained federal funding in the amount of \$150 million.

**RECOMMENDED ACTION: Adopt Resolution R36-2015, approving the letter supporting maintained federal funding of WMATA.**

**11. FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION AND THE NATIONAL CAPITAL REGION AIRPORT SYSTEM  
(1:20-1:40PM)**

**Mr. Richard Roisman  
Manager, Planning Data Programs, COG**

The Board will be briefed on follow-up activities from the discussion of regional airport infrastructure that took place in October 2014. Following the briefing, the Board will be asked to adopt Resolution R37-2015, reaffirming opposition to additional slots and perimeter rule changes at Ronald Reagan Washington National Airport, and to adopt Resolution R38-2015, supporting an increase to the Federal cap on airport passenger facility charges from \$4.50 per passenger to \$8.50 per passenger and adding an inflation index in the reauthorization of funding for the Federal Aviation Administration.

**RECOMMENDED ACTION: Adopt Resolutions R37-2015 and R38-2015.**

**12. EFFORTS TO END HOMELESSNESS IN THE NATIONAL CAPITAL REGION & RESULTS OF THE 2015 HOMELESS ENUMERATION  
(1:40-1:55PM)**

**Honorable Walter Tejada  
Vice Chairman, Arlington County Board  
Chair, COG Human Services and Public Safety Policy Committee**

**Mr. Michael Ferrell  
Executive Director, Coalition for the Homeless  
Chairman, Homeless Services Planning and Coordinating Committee**

In January, COG's Homeless Services Planning and Coordination Committee conducted the 15<sup>th</sup> enumeration of the homeless in the metropolitan Washington region. This annual enumeration is part of an ongoing effort to monitor and report on the number of people found on the streets, in emergency shelters, in transitional and permanent supportive housing, or otherwise homeless and in need of safe shelter. Arlington County Vice Chairman Tejada, Chair of the COG Human Services and Public Safety Policy Committee will brief the Board of the work of the COG Homeless Services Committee. Mr. Ferrell, Executive Director of the Coalition for the Homeless will share the results of the 2015 Point-in-Time count and highlight best practices and challenges in addressing homelessness in the metropolitan Washington region.

**RECOMMENDED ACTION: Adopt Resolution R39-2015 endorsing the results of the 2015 Point-in-Time Homeless Enumeration and, as recommended by the Human Services and Public Safety Policy Committee, review the feasibility of expanding the "Regional Compact to End Homelessness" which was signed by the District of Columbia, Prince George's, and Montgomery counties on March 17, 2015.**

**13. OTHER BUSINESS  
(1:55-2:00PM)**

**14. ADJOURN – THE NEXT MEETING IS WEDNESDAY JUNE 10, 2015  
(2:00PM)**



*Alternative formats of this agenda and all other meeting materials are available upon request. Email: [accommodations@mwkog.org](mailto:accommodations@mwkog.org). Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at [www.mwkog.org](http://www.mwkog.org).*



## **AGENDA ITEM #2**

## **ANNOUNCEMENTS**

(No attachment)



## **AGENDA ITEM #3**

# **EXECUTIVE DIRECTOR'S REPORT**



Policy Boards & Committees

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

At its April meeting, the TPB approved a set of policy principles for Congress to consider as it works to extend or reauthorize federal transportation legislation. The TPB also approved nine pedestrian and bicycle projects in Northern Virginia to receive funding under the federal "Transportation Alternatives" program. The TPB selected the projects based on how well they support or advance regional goals, including providing more transportation options, strengthening Activity Centers, improving access to transit, or serving disadvantaged populations.

**CHESAPEAKE BAY AND WATER RESOURCES POLICY COMMITTEE**

The CBPC submitted comments on the Chesapeake Bay Program's Draft Management Strategies. The comments reflect input from COG's Water Resources Technical Committee, and COG staff.

**HUMAN SERVICES AND PUBLIC SAFETY POLICY COMMITTEE**

Officials discussed the region's housing affordability challenges at its April meeting. The Committee reviewed the findings of a report on affordable housing conducted by Hogan Lovells and the Washington Lawyers' Committee for Civil Rights and Urban Affairs as well as preliminary regional results from the 2015 Point-in-Time count of homeless persons.

**REGION FORWARD COALITION**

The Coalition continued to focus on competitiveness at its April meeting through discussions on public-private partnerships, improving connectivity among businesses and financial communities, and efforts to leverage university research to spur job creation. Dr. Terry Clower of George Mason University and Ken Ulman of the University of Maryland were featured speakers. Members discussed the need for a unified venture among all local universities to market their academic excellence and R&D.



Heart of COG:  
**KARL BERGER &  
HOW COG HELPS THE REGION  
RECYCLE... JUST ABOUT  
ANYTHING**

Wastewater plants, like Blue Plains, improve water quality. Biosolids are a byproduct of this cleaning process. Karl Berger has worked to find an environmentally sound, cost-efficient way to manage this product and help advance regional goals.

[CLICK HERE TO READ THE STORY.](#)



**COG PRESENTATION FOR ARLINGTON COUNTY**

Chuck Bean gave a presentation to the Arlington County Board on COG’s programs and provided information on the benefits the County receives as a COG member government.

**REGIONAL COUNCIL PEER EXCHANGE**

COG hosted officials and staff from the Sacramento Area Council of Governments (SACOG) for a regional council peer exchange meeting.

**PLACE + OPPORTUNITY, ACTIVITY CENTERS PROMOTION**

COG’s Sophie Mintier presented Place + Opportunity and discussed the region’s Activity Centers at the American Planning Association’s national conference in Seattle. Paul DesJardin briefed SACOG officials on Place + Opportunity during the COG-SACOG regional council meeting.

**CLIMATE RESILIENCE**

COG’s Amanda Campbell moderated a panel on climate resilience as part of the Urban Land Institute’s Washington Regional Land Use Leadership Institute’s “Environment and Sustainability Day” held in Annapolis, Maryland. Participants learned how cities can address climate challenges through green buildings, flood-proofing, and other solutions.

**TRANSPORTATION DEMAND MANAGEMENT**

COG’s Nicholas Ramfos served as a panelist in a discussion on incorporating TDM into the planning process at the International Transportation Demand Management (TDM) Symposium in Tucson.

**AIR QUALITY AWARENESS WEEK**

To kick off the ozone season and to celebrate Air Quality Awareness Week, Clean Air Partners launched a social media campaign, including air quality messaging, a new air quality infographic - “Why You Should Give a Darn about Air Quality”, and a series of videos - “Larry and Lola Lung.”

**WEDNESDAY’S CHILD MATCH PARTY**

COG’s Child Welfare Program organized the 7th Annual Match Party at the Ritz-Carlton, Pentagon City. The event provides prospective adoptive families the chance to interact face-to-face with many of our Wednesday’s Child Children that are still waiting for a loving family.



Event Highlight:  
**EMERGENCY PREPAREDNESS COUNCIL (EPC) CONVENES SENIOR LEADERS SEMINAR**

Area emergency managers and elected officials, including Prince William County Supervisor and EPC Chair Frank Principi, participated in a regional seminar to discuss various roles and responsibilities during an emergency – a hypothetical Category 2 hurricane that caused major damage.

**ANNUAL CORRECTIONS WREATH LAYING CEREMONY - MAY 9**

**COG INFRASTRUCTURE FINANCING WORKSHOP - MAY 13**

**CLEAN AIR PARTNERS ANNUAL CELEBRATION AND AWARDS - MAY 13**

**EMERGENCY PREPAREDNESS COUNCIL - MAY 13**

**BIKE TO WORK DAY - MAY 15**

**CHESAPEAKE BAY POLICY COMMITTEE MEETING - MAY 15**

**METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE - MAY 20**

**TRANSPORTATION PLANNING BOARD - MAY 20**

**CLIMATE ENERGY AND ENVIRONMENT POLICY COMMITTEE - MAY 27**

[CLICK HERE FOR MORE ABOUT THESE AND OTHER COG MEETINGS & EVENTS](#)

**BUSINESS JOURNAL FEATURES ADVANCED INDUSTRIES TALK AT COG BOARD MEETING**

The Washington Business Journal covered the COG Board’s discussion of advanced industries, part of their focus on economic competitiveness in the region. [CLICK HERE FOR THE ARTICLE.](#)

**PAUL DESJARDIN DISCUSSES REGIONAL GROWTH WITH KOJO NNAMDI, POST**

COG Community Planning and Services Director Paul DesJardin was a guest on WAMU’s Kojo Nnamdi Show, which discussed regional growth and the economy. DesJardin was also interviewed in a Washington Post story on the same topic. [CLICK HERE FOR THE WAMU SHOW.](#)

**KANTI SRIKANTH DISCUSSES TRANSPORTATION NEEDS IN POST STORY ON VRE**

COG Transportation Planning Director Kanti Srikanth was interviewed for a Washington Post story on the long-term plans of Virginia Railway Express and how they fit with regional transportation plans and needs. [CLICK HERE FOR THE STORY.](#)



Media Highlight:  
**COUNTY EXEC JAN GARDNER  
INTERVIEWS CHUCK BEAN  
ON FCG-TV COMMUNITY  
CONVERSATIONS SHOW**

Frederick County Executive Jan Gardner talked with Chuck Bean about COG and its regional programs on the Community Conversations show on Frederick County Government TV.

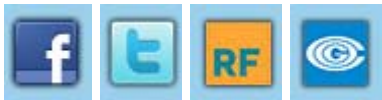
[CLICK HERE FOR THE SHOW.](#)




News about the Council of Governments and our Members

April 30, 2015

Connect With Us



## Committee Works to Regain “Lost Ground” on Affordable Housing

Elected officials, department managers, and directors from area jurisdictions discussed the region’s housing affordability challenges at the April meeting of the Human Services and Public Safety Policy Committee (HSPSPC). Walter Tejada, Chair of HSPSPC and Vice Chairman of the Arlington County Board, said that the issue of affordability is a result of good things happening for the region, from a growing transportation system to the availability of jobs. The Committee reviewed the findings of a report on affordable housing in the region conducted by Hogan Lovells and the Washington Lawyers’ Committee for Civil Rights and Urban Affairs. [Read more on the Region Forward blog.](#) 



### Featured Publication



People, Partnership, Progress, the combined 2015 Regional Directory and 2014 Annual Report, is now available. [View the publication.](#)

### Calendar

[Annual Corrections Wreath Laying Ceremony and Honor Guard Competition](#)  
May 9, 2015

[Clean Air Partners Annual Celebration and Awards](#)  
May 13, 2015

[Infrastructure Financing Workshop](#)  
May 13, 2015

[Bike to Work Day](#)  
May 15, 2015


[Metropolitan Washington Air Quality Committee](#)  
May 20, 2015

[Transportation Planning Board](#)  
May 20, 2015

[More Events/Meetings](#)

### ICYMI on Twitter

## Emergency Preparedness Council Convenes Senior Leaders Seminar

Emergency managers and elected officials from around the National Capital Region participated in the Emergency Preparedness Council (EPC) Senior Leaders Seminar this week to discuss their various roles and responsibilities during a major emergency – a hypothetical Category 2 hurricane that caused major damage. Frank Principi, Supervisor for the Woodbridge District of Prince William County and Chair of the EPC, kicked off the event. [Read more.](#) 



## Coalition Discusses Global Competitiveness and Higher Education Innovation

Area leaders gathered for the Region Forward Coalition meeting April 24 to discuss bolstering the region’s economic competitiveness and higher education assets. According to Ken Ulman, University of Maryland’s Chief Strategy Officer, the University is leveraging its research strengths to spur job creation and contribute to the region’s



The Council of Governments and our members and partners are active participants on social media. Here's a sampling of some tweets--in case you missed it--to show the wide array of topics covered on Twitter.

#### Clean Air Partners

[@cleanairpartner](#)



It's Air Quality Awareness Week. Get the @CleanAirPartner app for daily air quality info!

<http://apple.co/1DUYtAz>

#### COG Child Welfare

[@kidsneedafamily](#)



Julie is now in her forever family thanks to Wednesday's Child!

<http://fb.me/4QGMimvc4>




#### About COG

The Council of Governments is an independent, nonprofit association where area leaders address regional issues affecting the District of Columbia, suburban Maryland and Northern Virginia. COG's membership is comprised of 300 elected officials from 22 local governments, the Maryland and Virginia state legislatures, and U.S. Congress

economy. The University boasts the largest research campus in the region, and their strategic plan focuses on creating a culture of innovation.

[Read more on the Region Forward blog.](#)   

## National Capital Region to Celebrate Drinking Water Week

Water utilities are typically out of sight and out of mind, at least until customers experience a service disruption. But that changes during National Drinking Water Week May 3 - 9, an occasion for utilities to be seen and to celebrate the importance and quality of drinking water services in the metro region. During Drinking Water Week, a series of events will raise awareness about the value of water and promote the TapIt Metro D.C. partnership. [Learn more.](#)   




## Clean Air Partners Promotes Air Quality Awareness Week

Air Quality Awareness Week, held April 27 – May 1, is part of a nationwide effort to increase awareness of the connection between air quality and public health. The region's air quality is on the upswing, the result of federal, state, local and private sector actions, such as new regulations to reduce emissions from power plants and passenger vehicles, and programs to improve energy efficiency and renewable energy use.




[Learn more.](#)   



## Washington Business Journal Highlights Board's Discussion of Advanced Industries

The *Washington Business Journal* covered the COG Board's discussion of advanced industries, part of their focus on economic competitiveness in the region. The meeting featured presentations by Greater Washington Board of Trade CEO Jim Dinegar, Mark Muro of Brookings Institution, and Paul Zielinski, chair of the Federal Laboratory Consortium for Technology Transfer. [Read the article.](#)   




## Video: Bike to Work Day 2015

On May 15, Commuter Connections and the Washington Area Bicyclist Association is inviting area commuters for Bike to Work Day, a celebration of bicycling as a clean, fun, and healthy way to get to work. "Our ultimate goal is to reduce the amount of single-occupancy vehicles traveling alone on the road at any time," said Adrienne Moretz, Community Relations Manager for TransIT Services of Frederick County and Chair of the Bike to Work Day Steering Committee. "Our hope for Bike to Work Day is that people really give a try to alternate forms of transportation, like bicycling." [Learn more in this video.](#)   



## NIEM Recognizes Success of Region's Emergency Response Project



The success of the region's emergency response CAD2CAD (computer-aided dispatch) project was highlighted by the National Information Exchange Model (NIEM) on the occasion of their 10th Anniversary. The project allows the sharing of data and dispatch status among 9-1-1 call centers in Fairfax County, City of Fairfax, City of Alexandria, and Arlington County, and was recognized in 2011 with a Best of NIEM Award. [Watch the video.](#)   

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## **AGENDA ITEM #4**

### **AMENDMENTS TO AGENDA**

(No attachment)



## **AGENDA ITEM #5**

# **APPROVAL OF MINUTES OF APRIL 8, 2015**

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

**MINUTES  
Board of Directors Meeting  
April 8, 2015**

**BOARD MEMBERS AND ALTERNATES PRESENT AND NOT PRESENT:** See attached chart for attendance

**STAFF:**

Chuck Bean, Executive Director  
Sharon Pandak, General Counsel  
Monica Beyrouiti, Member Services Associate/Clerk to the Board

**GUESTS:**

Mr. Mark Muro, Senior Fellow and Policy Director, Metropolitan Policy Program at Brookings  
Mr. Jim Dinegar, President and CEO, Greater Washington Board of Trade  
Mr. Paul Zielinski, Chair, Federal Laboratory Consortium for Technology Transfer

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chairman Euille called the meeting to order at 12:10PM and led those present in the Pledge of Allegiance.

**2. ANNOUNCEMENTS**

- A. Human Services and Public Safety Policy Committee Meeting – April 17
- B. Foster Parent of the Year Reception – May 13
- C. Infrastructure Financing Event – May 13
- D. COG Leadership Retreat – July 24-26
- E. Update on April 17 Power Outage

**3. EXECUTIVE DIRECTOR'S REPORT**

Executive Director Chuck Bean presented proposed changes to the COG By-laws regarding financial management matters that will be voted on at the May 13, 2015 meeting. Mr. Bean updated the Board on various media appearances of COG staff and elected officials over the past month focused on promoting COG's mission and priorities. Mr. Bean updated the Board on COG and WMATA collaboration on ongoing coordination to address the follow up work of the January 13<sup>th</sup> incident. Mr. Bean shared that COG staff have engaged with a consultant to begin work on the Multi-sector Working Group and will be releasing a list of strategies for comment.

**4. AMENDMENTS TO AGENDA**

There were no amendments to the agenda.

**5. APPROVAL OF MINUTES**

The minutes of the March 11, 2015 Board Meeting were approved.



## **6. ADOPTION OF CONSENT AGENDA ITEMS**

### **A. RESOLUTION ESTABLISHING CRITERIA FOR EXTERNAL AUDIT FIRM SELECTION AND RETENTION**

The Board adopted Resolution R20-2015 directing the Audit Committee to annually recommend retention of or change in COG's external audit firm based on qualifications and performance, competitive pricing, and other factors affecting COG's best interests. The resolution also requires solicitation of quotes or proposals at least every five (5) years to assess competitive pricing, and establishes criteria for selecting a new audit firm.

### **B. RESOLUTION AUTHORIZING COG TO APPLY FOR AND EXECUTE A GRANT CONTRACT WITH THE FEDERAL AVIATION ADMINISTRATION**

The Board adopted Resolution R21-2015 authorizing the Executive Director, or his designee to submit a planning grant application and execute a grant contract with the Federal Aviation Administration to conduct Phase 30 of a multi-year program for Continuous Airport System Planning for the National Capital Region in an amount not to exceed \$250,000. This application and subsequent grant contract would include the following tasks: (1) Ground Access Travel Time Update, (2) Process 2015 Air Passenger Survey (Phase 1). The Executive Director, or his designee, is further authorized, if necessary, to enter into contracts with qualified firms to provide specialized support in performance of the grant requirements. The FAA will provide funds for ninety percent, \$225,000, of the project total. A ten percent match of \$25,000 will be provided from COG budgeted local funds.

### **C. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO DEVELOP THE DISTRICT DAMAGE ASSESSMENT BASE PLAN – PART 2 FOR THE DISTRICT OF COLUMBIA**

The Board adopted Resolution R22-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$162,257. COG has been requested by the District of Columbia HSEMA to procure a contractor to build upon the damage assessment planning effort and develop an associated Community Collaborative Planning Framework. Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

### **D. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO DEVELOP AND CONDUCT THE DISTRICT TRAINING AND EXERCISE PLANNING (TEP) WORKSHOP 2015 FOR THE DISTRICT OF COLUMBIA**

The Board will be adopted Resolution R23-2015 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 \$105,000. COG has been requested by the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) to procure a contractor to support the development and conduct of a Training and Exercise Workshop and update of the HSEMA Multi-Year Training and Exercise Plan (TEP). Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

### **E. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO PROVIDE STRATEGIC SUPPORT FOR THE DISTRICT OF COLUMBIA**

The Board adopted Resolution R24-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$288,750. COG has been requested by the District of Columbia HSEMA to procure a contractor to provide program management and administrative support to HSEMA that will include two full time positions to HSEMA for one year. Funding for this effort will be provided

through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

**F. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COMPLETE DISTRICT EVACUATION PLANNING FOR THE DISTRICT OF COLUMBIA**

The Board adopted Resolution R25-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$200,000. COG has been requested by the District of Columbia HSEMA to procure a contractor to develop a comprehensive and accessible District Emergency Evacuation Plan through a comprehensive planning process with the District, regional, federal, and other public and private stakeholders. Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

**G. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COMPLETE A METRO PUBLIC SAFETY COMMUNICATIONS INTEROPERABILITY STUDY**

The Board adopted Resolution R26-2015 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$262,500. COG has been requested by the District of Columbia HSEMA to procure a contractor to complete a comprehensive study of the Washington Metropolitan Area Transit Authority (WMATA) underground communications system. Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. **No COG matching funds are required.**

**H. RESOLUTION AUTHORIZING COG TO ENTER INTO A CONTRACT WITH MILLIGAN & COMPANY, LLC TO IMPLEMENT IMPROVEMENTS TO TITLE VI AND DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAMS**

The Board adopted Resolution R27-2015 authorizing the Executive Director, or his designee, to procure and enter into a contract with Milligan & Company, LLC in an amount not to exceed \$46,000 to complete work on Title VI Program and DBE Program requirements. This work will also provide a framework for COG staff going forward to perform these tasks and comply with all federal requirements. Funding for this contract is available using existing COG budgeted funds from the Department of Accounting and Finance.

**I. RESOLUTION AUTHORIZING COG TO ENTER INTO A CONTRACT TO SUPPORT THE REGIONAL MULTI-SECTOR WORKING GROUP**

The Board adopted Resolution R28-2015 authorizing the Executive Director, or his designee, to enter into a contract with ICF, International in an amount not to exceed \$276,425 for the technical analysis and report development in support of the Multi-sector Working Group. Funding for this contract is available using existing COG budgeted funds from the Department of Transportation Planning, the Department of Environmental Programs, and the Department of Community Planning and Services.

**ACTION: The Board adopted Resolutions R20-2015 to R28-2015.**

**7. FACILITATING CREATION OF A METRO SAFETY COMMISSION (MSC)**

Mr. Bean briefed the Board on a proposal from the Federal Transit Administration (FTA) and the Transportation Secretaries of Maryland, Virginia and the Director of the District of Columbia Department of Transportation to serve as the designated recipient of FTA's State Safety Oversight (SSO) program funds. COG would be responsible to work with the three states to facilitate the creation of a Metro Safety Commission (MSC) as an independent State Safety Oversight Agency to oversee the safety of

WMATA Metrorail operations, promulgate regulations as needed, hire and train qualified staff, enforce safety requirements and set consistent oversight policy for WMATA Metrorail.

**ACTION: The Board adopted Resolution R29-2015, approving the MOU to facilitate the creation of a Metro Safety Commission.**

**8. BROOKINGS ADVANCED INDUSTRIES PROJECT**

Brookings Senior Fellow and Policy Director, Mark Muro briefed the Board on the Advanced Industry sectors in the metropolitan Washington region and discussed the research and opportunities for economic advancement. Brookings Advanced Industries Project defines R&D industries that concentrate the nation’s science, technology, engineering, and mathematics workforce.

**ACTION: The Board received the briefing.**

**9. PRESENTATION ON POTENTIAL GROWTH INDUSTRIES IN THE REGION**

Jim Dinegar, President and CEO of the Greater Washington Board of Trade, offered comments on the Brookings research and provided perspective on prospective growth industries in the region such as cybersecurity, life sciences, and hospitality.

**ACTION: The Board received the briefing.**

**10. PRESENTATION ON THE FEDERAL LABORATORY CONSORTIUM FOR TECHNOLOGY TRANSFER (FLC)**

Paul Zielinski, Chair of the FLC, briefed the Board on the work and mission of the FLC to increase dialogue with state and local governments. The FLC is the nationwide network of federal laboratories that provides the forum to develop strategies and opportunities for linking laboratory mission technologies and expertise with the marketplace. The metropolitan Washington area has a large concentration of federal labs and is a leading region throughout the country.

**ACTION: The Board adopted Resolution R30-2015, approving further collaboration between COG and the FLC.**

**11. OTHER BUSINESS**

None.

**12. ADJOURNMENT** – Upon motion duly made and seconded, the meeting was adjourned at 2:00PM.

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<b>District of Columbia</b>				
<b>Executive</b>	Hon. Muriel Bowser		Brenda Donald Brian Kenner	
	Mr. Rashad Young	Y	Kevin Donahue	
<b>Council</b>	Hon. Phil Mendelson	Y		
	<b>Hon. Kenyan R. McDuffie</b>	Y		
<b>Maryland</b>				
Bowie	Hon. G. Frederick Robinson		Hon. Dennis Brady	Y
Charles County	Hon. Ken Robinson	Y	Hon. Amanda Stewart Hon. Peter Murphy	
City of Frederick	Hon. Randy McClement			
Frederick County	Hon. Jan Gardner			
College Park	Hon. Andrew Fellows	Y	Hon. Denise Mitchell	
Gaithersburg	Hon. Jud Ashman		Hon. Cathy Drzyzgula Hon. Neil Harris	Y
Greenbelt	Hon. Emmett Jordan	Y	Hon. Judith "J" Davis	
Montgomery County				
<b>Executive</b>	Hon. Isiah Leggett		Mr. Tim Firestine	
<b>Council</b>	<b>Hon. Roger Berliner</b>			
	Hon. Nancy Navarro			
Prince George's County				
<b>Executive</b>	Hon. Rushern Baker		Mr. Nicholas Majett	Y
<b>Council</b>	Hon. Karen Toles	Y		
	Hon. Andrea Harrison	Y		
Rockville	Hon. Bridget Newton	Y	Emad Elshafei	
Takoma Park	Hon. Bruce Williams	Y	Hon. Terry Seamens	
Maryland General Assembly	Hon. Brian Feldman			
<b>Virginia</b>				
Alexandria	<b>Hon. William Euille</b>	Y	Hon. Redella Pepper	
Arlington County	Hon. Walter Tejada	Y	Hon. Jay Fissette	
City of Fairfax	Hon. David Meyer		Hon. Jeffrey Greenfield	
Fairfax County	Hon. Sharon Bulova		Hon. Catherine Hudgins	
	Hon. Penelope A. Gross	Y	Hon. Patrick Herrity	
	Hon. John Foust		Hon. Michael Frey	
Falls Church	Hon. David Tarter		Hon. David Snyder	Y
Loudoun County	Hon. Matt Letourneau			
Loudoun County	Hon. Scott York		Hon. Shawn Williams	
Manassas	Hon. Jonathan Way	Y		
Manassas Park	Hon. Michael Carrera	Y	Hon. Suhas Naddoni	
Prince William County	Hon. Frank Principi	Y	Pete Candland	
	Hon. Jeanine Lawson	Y		
Virginia General Assembly	Hon. George Barker	Y		

Total: 22



## **AGENDA ITEM #6**

# **ADOPTION OF CONSENT AGENDA ITEMS**

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

**RESOLUTION UPDATING TITLE VI PLAN AND PROGRAM**

**WHEREAS**, pursuant to the requirements of Title VI of the Civil Rights Act of 1964; Title 49, Chapter 53, Section 5332 of the United States Code; and the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," dated October 1, 2012, COG is required to have a Title VI Plan and Title VI Program; and

**WHEREAS**, based upon recommendation of its Executive Director and General Counsel, the Metropolitan Washington Council of Governments (COG) desires to amend and update its Title VI Plan and Title VI Program; and

**WHEREAS**, COG staff developed and updated the Title VI Plan and Title VI Program to be reviewed and adopted by the COG Board of Directors.

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

The COG Board of Directors has reviewed the update to COG's Title VI Plan and Title VI Program and adopts the updated Title VI Plan and Program.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002-4239**

**RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO PROVIDE PROGRAMMATIC SUPPORT TO THE SECURING THE CITIES (STC) PROGRAM FOR THE DISTRICT OF COLUMBIA HSEMA**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) serves as the Secretariat for the Urban Area Security Initiative (UASI) for the National Capital Region; and

**WHEREAS**, COG has been requested by the District of Columbia (DC) Homeland Security and Emergency Management Agency (HSEMA) to procure a contractor to provide programmatic support to the Securing the Cities (STC) Program for DC HSEMA that will include two full time positions for one year ; and

**WHEREAS**, a Regional Program Manager position will oversee the development and sustainment of the STC Radiological/Nuclear (rad/nuc) detection capability for the National Capital Region and will be responsible for all aspects of planning, coordination, and execution of the regional STC Program; and

**WHEREAS**, an Administrative Coordinator position will assist with all administrative and coordinating matters related to the STC Program to include meeting administration, recording and tracking tasks and sub-tasks and keeping the PM informed on the status of each, and performing other administrative tasks as assigned; and

**WHEREAS**, funding for the procurement and contract has been provided to COG by State Administrative Agent (SAA) for the National Capital Region.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$377,250 to procure a contractor to provide programmatic support to the Securing the Cities (STC) Program for DC HSEMA that will include two full time positions for one year.

Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. No COG matching funds are required.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002-4239**

**RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND FUNDS  
TO CONDUCT ENGINEERING AND FINANCIAL FEASIBILITY ASSESSMENTS OF ON-SITE DISTRIBUTED  
ENERGY SOLUTIONS IN THE REGION**

**WHEREAS**, COG members and other stakeholders in the region, through COG's Climate Energy and Environment Policy Committee (CEEPC) and Built Environment and Energy Advisory Committee (BEEAC) are exploring approaches to reduce emissions and increase the deployment of renewable energy and energy efficiency solutions; and

**WHEREAS**, COG is partnering with the Lawrence Berkeley National Laboratory (LBL) to use the lab's Distributed Energy Resources – Customer Adoption Model (DER-CAM) to analyze energy solutions for site locations in the region; and

**WHEREAS**, the District of Columbia Department of General Services (DC DGS) and other governmental property owners in the region have expressed interest in working with COG and LBL to use the DER-CAM model to analyze energy solutions for specific sites in their portfolio; and

**WHEREAS**, the proposed assessments will significantly enhance COG and COG member governments ability to analyze and assess the engineering and financial feasibility of possible new distributed energy solutions.

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

The Executive Director, or his designee, is authorized to receive and expend grant funding up to \$100,000 from the District Department of General Services (DC DGS) and other governmental property owners in the region to conduct engineering and financial feasibility assessments of on-site distributed energy solutions, provide technical assistance, and prepare findings and recommendations reports.



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002-4239**

**RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO DEVELOP A COMPREHENSIVE EMERGENCY PREPAREDNESS WEBSITE AND MATERIALS FOR THE DISTRICT OF COLUMBIA**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) serves as the Secretariat for the Urban Area Security Initiative (UASI) for the National Capital Region; and

**WHEREAS**, COG has been requested by the District of Columbia Homeland Security and Emergency Management Agency (HSEMA) to procure a contractor to develop a comprehensive emergency preparedness website and materials; and

**WHEREAS**, a comprehensive preparedness website, Ready DC, and materials will be developed for District residents to help them stay informed and prepared for all hazards; and

**WHEREAS**, funding for the procurement and contract has been provided to COG by State Administrative Agent (SAA) for the National Capital Region.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$257,202.26 to procure a contractor to develop a comprehensive emergency preparedness website and materials for District residents to help them stay informed and prepared for all hazards.

Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. No COG matching funds are required.



## **AGENDA ITEM #7**

# **BRIEFING ON FREDERICK COUNTY'S NEW FORM OF GOVERNMENT**

(No attachment)



## **AGENDA ITEM #8**

# **FY 2015 THIRD QUARTER FINANCIAL REPORT**

May 6, 2015

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

To: **Board of Directors**  
From: **Chuck Bean, Executive Director**  
**Leta Simons, Chief Financial Officer**  
Subject: **Fiscal Year 2015 Third Quarter Financial Report**

We are providing the following interim financial reports to the Board of Directors for the nine months ending March 31, 2015:

- Statement of Revenue, Expenses and Change in Net Position for the period July 1, 2014 – March 31, 2015
- Statement of Net Position as of March 31, 2015

### SUMMARY AND HIGHLIGHTS

COG is on target to meet the objectives of the FY2015 work program and management's strategic goals. At the end of the third quarter of fiscal year 2015, there is a surplus from operations and investment activities of \$572,700 (accrual basis). The surplus is due primarily to revenue that is recognized in advance of expenses incurred. It is expected that the surplus will decrease as additional expenses are recorded in the last three months of the fiscal year.

Accounts receivable and accounts payable remain at reduced levels compared to June 30, 2014 balances, attributable primarily to improved cash management procedures. As of March 31, 2015, COG had \$2.9 million of operating funds on hand, sufficient to cover 29 days of expenses and other cash outflows. This is a reduction from the \$5.8 million available at December 31, 2014. Since dues and regional fees are collected in the first quarter, the operating cash balance typically declines during the last half of the fiscal year.

The Tri-State Oversight Committee awarded COG an additional \$351,000 for continuation of consulting services provided by Transportation Resources Associates, Inc. through September 30, 2015. Other funding sources are at or near the level approved in the FY2015 work program budget.

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002  
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

**Metropolitan Washington Council of Governments, Inc.**  
**Statement of Revenue, Expenses and Change in Net Position**  
**For the 9 months ended March 31, 2015**  
**(rounded to nearest hundred)**

<b>REVENUE</b>	
Dues, interest & bldg. revenue	3,200,700
Fees for regional environmental programs	2,034,900
Federal revenue	12,368,000
Other revenue	5,026,400
Prior period adjustments	(51,600)
<b>Total revenue</b>	<b><u>22,578,400</u></b>

<b>EXPENSES</b>	
Direct salaries	5,224,900
Management & administrative expense*	8,670,900
Consultants	6,022,300
Other	2,087,600
<b>Total expenses</b>	<b><u>22,005,700</u></b>

<b>Surplus (deficit) from operations &amp; investments</b>	<b><u>572,700</u></b>
--	-----------------------

<b>Additional resources</b>	
Funds passed through to subrecipients	6,044,700
Contributed services	537,400
<b>Total additional resources</b>	<b><u>6,582,100</u></b>

\*Includes allocated portion of accounting, purchasing, legal, insurance, human resources, communications, executive office, governance, facilities, information technology, and rent expense, as well as the cost of annual and sick leave, holidays, fringe benefits & pension contribution, and miscellaneous employee expenses

**Metropolitan Washington Council of Governments, Inc.**  
**Statement of Net Position**  
**As of March 31, 2015, with Comparison as of June 30, 2014**  
**(rounded to nearest hundreds)**

	As of	As of	%
	31-Mar-15	30-Jun-14	Increase (Decrease)
<b>ASSETS</b>			
<b>Current Assets</b>			
Cash	2,939,200	3,132,500	
Investments	9,339,100	9,253,800	
Accounts receivable	6,458,700	14,082,000	
Prepaid expenses and other current assets	280,800	482,900	
<b>Total current assets</b>	<b>19,017,800</b>	<b>26,951,200</b>	-29%
<b>Capital assets, net of depreciation</b>	<b>1,033,900</b>	<b>844,300</b>	22%
<b>Total Assets</b>	<b>20,051,700</b>	<b>27,795,500</b>	-28%
<b>LIABILITIES*</b>			
Accounts payable	1,609,300	8,574,100	
Accrued payroll, leave and other expenses	896,800	1,254,800	
Deferred revenue	711,700	1,705,400	
<b>Total Liabilities*</b>	<b>3,217,800</b>	<b>11,534,300</b>	-72%
<b>NET ASSETS*</b>			
Board designated reserves	11,263,500	10,851,800	
Unrestricted net assets	2,582,600	1,508,800	
Project funds	1,953,900	3,056,300	
Net investment in capital assets	1,033,900	844,300	
<b>Total Net Assets*</b>	<b>16,833,900</b>	<b>16,261,200</b>	4%

\*Excludes Net Pension Obligation (\$1,287,600 as of 06/30/2014), which will be covered by future pension plan contributions and investment earnings, rather than current net assets.




## **AGENDA ITEM #9**

# **PROPOSED BY-LAW AMENDMENTS RELATING TO CORPORATE AND FINANCIAL MATTERS**

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

AGENDA – April 8, 2015  
March 24, 2015

**TO: COG BOARD OF DIRECTORS**

**FROM: SHARON E. PANDAK**   
**General Counsel**

**RE: NOTICE OF PROPOSED BY-LAWS AMENDMENTS  
RELATING TO CORPORATE AND FINANCIAL MATTERS**

This advance notice is given pursuant to the By-Laws requirement in §13.02 which requires notice one meeting in advance of the meeting scheduled for voting on By-Laws amendments. The amendments will be before the Board for consideration at its May 13, 2015 meeting. The proposed amendments update the By-Laws with respect to certain corporate and financial matters.

**Proposed By-Laws Amendments**

CFO Leta Simons has recommended the following proposed amendments:

- Amend §8.07 to delete reference to a corporate seal: Corporate seals are no longer routinely used. In recent years, the secretary-treasurer has not had custody of the COG seal, and the seal cannot be located.
- Amend §§ 11.02 and 11.03: The proposed amendments are made in anticipation of using forecasts to set dues amounts by January 31st, in order to allow member jurisdictions to prepare their upcoming budgets. The Board would set the budget schedule annually based on a staff recommendation that COG will develop its comprehensive budget later in the year, with anticipated BOD approval in April.
- Amend §11.05 to require the audit report to be made available to members and others by the end of January. The current wording is vague as to the deadline; “close of the audit” is not a current common or defined term.

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mwkog.org

\*Adjunct Member



## TEXT OF PROPOSED AMENDMENTS

**§ 8.07** The secretary-treasurer of the corporation shall be responsible for the financial affairs of the corporation. The secretary-treasurer shall also have responsibility for preparing or supervising the preparation of minutes of the board of directors and of the general membership, and for maintaining and authenticating records of the corporation required by law to be kept and maintained. ~~The secretary-treasurer shall keep in sole custody the seal of the corporation and, when authorized by the Board, affix the same to any instrument requiring it and, when so affixed, it shall be attested by his/her signature, or by the signature of another office or an employee or agent of the corporation duly authorized by the Board to do so.~~

---

**§ 11.02** ~~The Executive Director shall submit a~~ A proposed budget of the corporation shall ~~be submitted to the Board of Directors by the Executive Director pursuant to a schedule established annually by at least 14 days before the Board of Directors meeting that precedes the annual meeting.~~ The budget shall be submitted to the Board of Directors who shall approve the proposed budget as presented or modify it.

---

**§ 11.03** Each year, upon the adoption of the annual budget by the Board of Directors, assessments of the annual fees for all members and other participating governments and agencies shall be fixed no later than January 31, for the subsequent fiscal year beginning July 1. Assessments shall be in amounts sufficient to provide the funds required to meet the goals and priorities of the corporation. ~~by the budget.~~ Any member or other participant whose local government's annual assessment has not been paid by the end of the fiscal year for which the assessment was made shall forfeit all rights, privileges and prerogatives of membership and participation, until such assessment is paid in full.

---

**§ 11.05** The books of the corporation shall be audited annually by a certified public accountant or accountants, and the audit report for each preceding fiscal year shall be made available to the members and participating governments no later than ~~three (3)~~ seven (7) months after the close of the fiscal year audit.

### **Proposed Process**

Pursuant to §13.02, the By-Laws may be amended at a regular meeting of the Board by a 3/4 majority of the members present and voting. The Board can act at its May meeting. The Board's Budget & Finance Committee will be asked to review these proposed amendments prior to the May meeting of the Board of Directors.

Ms. Simons, Mr. Freudberg and I would be glad to answer any questions that you may have.

cc: Chuck Bean, Executive Director  
Stuart Freudberg, Deputy Executive Director  
Leta Simons, Chief Financial Officer

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002**

**RESOLUTION AMENDING § 8.07, § 11.02, § 11.03, and § 11.05 OF THE COG BY-LAWS**

**WHEREAS**, based upon the recommendation of its Executive Director and General Counsel, the Metropolitan Washington Council of Governments (COG) desires to amend § 8.07, § 11.02, § 11.03, and § 11.05 of its By-Laws; and

**WHEREAS**, notice was given of a proposed amendment at the regular April 8, 2015 meeting of the Board of Directors;

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

The following amendments to the By-Laws are hereby adopted:

**§ 8.07** The secretary-treasurer of the corporation shall be responsible for the financial affairs of the corporation. The secretary-treasurer shall also have responsibility for preparing or supervising the preparation of minutes of the board of directors and of the general membership, and for maintaining and authenticating records of the corporation required by law to be kept and maintained. ~~The secretary treasurer shall keep in sole custody the seal of the corporation and, when authorized by the Board, affix the same to any instrument requiring it and, when so affixed, it shall be attested by his/her signature, or by the signature of another office or an employee or agent of the corporation duly authorized by the Board to do so.~~

---

**§ 11.02** ~~The Executive Director shall submit a A proposed budget of the corporation shall be submitted to the Board of Directors by the Executive Director pursuant to a schedule established annually by at least 14 days before the Board of Directors meeting that precedes the annual meeting. The budget shall be submitted to the Board of Directors who shall approve the proposed budget as presented or modify it.~~

---

**§ 11.03** Each year, upon the adoption of the annual budget by the Board of Directors, assessments of the annual fees for all members and other participating governments and agencies shall be fixed no later than January 31, for the subsequent fiscal year beginning July 1. Assessments shall be in amounts sufficient to provide the funds required to meet the goals and priorities of the corporation. ~~by the budget.~~ Any member or other participant whose local government's annual assessment has not been paid by the end of the fiscal year for which the assessment was made shall forfeit all rights, privileges and prerogatives of membership and participation, until such assessment is paid in full.

---

**§ 11.05** The books of the corporation shall be audited annually by a certified public accountant or accountants, and the audit report for each preceding fiscal year shall be made available to the members and participating governments no later than ~~three (3)~~seven (7) months after the close of the fiscal year ~~audit~~.



## **AGENDA ITEM #10**

# **COG ENDORSEMENT OF MAINTAINED FEDERAL FUNDING FOR WMATA**

May 13, 2015

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

*\*Adjunct Member*

The Honorable First Last  
Senator/Representative  
United States Senate/House  
Address 1  
Address 2

Re: COG Support of Maintained Federal Funding of WMATA

Dear Senator/Representative:

The COG Board of Directors strongly urges you to support maintained federal funding of \$150 million to WMATA to ensure continued and sustained federal investment in the nation's and this region's transportation system. Securing additional revenue sources dedicated to transportation is vital to maintaining our regional transportation system and keeping our growing National Capital Region moving forward.

Providing anything less than the federal commitment of \$150 million would jeopardize rider safety and the current successful partnership with Virginia, Maryland, and the District of Columbia. Reducing the current commitment could derail improvements to the system such as new rail cars and vital safety improvements required to implement the recommendations of the National Transportation Safety Board. With a large percentage of Metro's rush hour passengers being federal workers, the federal government cannot operate without Metro.

If the region is to maintain its current transportation system and make the needed capacity investments for the future to meet population and economic growth, significant additional transportation funding is needed.

The State of Maryland and the Commonwealth of Virginia both passed major transportation revenue acts in 2013, and the District of Columbia is dedicating increasing funding from its general fund for transportation improvements. These increases in transportation funding at the state level will make more investment possible for the Washington metropolitan region. However, the increased state revenues do not make up for the decline in spending power of the federal contribution, leading to a decrease in overall transportation funding. As the seat of the federal government, we, the region, are asking the federal government to do more to ensure regional mobility and prosperity.

The COG Board of Directors urges you to consider the critical role that safe, efficient, and sustainable transportation investment plays in the economy of the region and the workings of the federal government and workforce and to maintain the current federal funding level of \$150 million. If you have questions about the region's needs and support for renewed federal transportation funding, please feel free to contact me.

Sincerely,

William Euille  
Mayor, City of Alexandria  
Chairman, COG Board of Directors

cc: COG Board of Directors

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, DC 20002-4239**

**RESOLUTION APPROVING A LETTER TO ENDORSE MAINTAINED FEDERAL FUNDING FOR WMATA**

**WHEREAS**, the COG Board of Directors believes transportation planning and funding are vital to maintain and support the growing demand of the National Capital Region, the goals of Region Forward, the Regional Transportation Priorities Plan, and

**WHEREAS**, maintained federal funding of WMATA at \$150 million is essential to ensure improvements to the system such as new rail cars and vital safety improvements required to implement the recommendations of the National Transportation Safety Board; and

**WHEREAS**, the State of Maryland and the Commonwealth of Virginia both passed major transportation revenue acts in 2013, and the District of Columbia is dedicating increasing funding from its general fund for transportation improvements; and

**WHEREAS**, these increases in transportation funding at the state level will not make up for the decline in spending power of the federal contribution, leading to a decrease in overall transportation funding; and

**WHEREAS**, providing anything less than the federal commitment of \$150 million would jeopardize rider safety and the current successful partnership with Virginia, Maryland, and the District of Columbia; and

**WHEREAS**, as the seat of the federal government, we, the region, are asking the federal government to do more to ensure regional mobility and prosperity by providing a long-term and reliable source of transportation funds; and

**WHEREAS**, the COG Board acknowledges that maintaining federal funding is vital to maintaining our regional transportation system and to meeting the needs of our growing economy and population in order to keep our National Capital Region moving forward.

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

The attached letter regarding COG's support for Congressional actions in support of maintained federal transportation funding of WMATA be endorsed and disseminated by the COG Board of Directors.



## **AGENDA ITEM #11**

# **FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION AND THE NATIONAL CAPITAL REGION AIRPORT SYSTEM**



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

\*Adjunct Member

**MEMORANDUM**

**TO: COG Board of Directors**

**FROM: Rich Roisman, Department of Transportation Planning**

**DATE: May 4, 2015**

**RE: Background for Agenda Item #10 – Federal Aviation Administration Reauthorization and the National Capital Region Airport System**

---

At its May 13<sup>th</sup> meeting, the Board will receive a short briefing on the history and current status of the Federal Aviation Administration's (FAA's) slot and perimeter rules at Ronald Reagan Washington National Airport (DCA), and the history and current status of the FAA's Passenger Facility Charge (PFC) program, as well as how both items impact our regional airport system. Following the briefing, the Board will be asked to adopt Resolution R37-2015, reaffirming opposition to additional slots and perimeter rule changes at DCA, and to adopt Resolution R38-2015, supporting an increase in the PFC cap from \$4.50 per passenger to \$8.50 per passenger and adding an inflation index as part of the upcoming FAA reauthorization bill.

**Background**

As part of last year's Board focus on regional infrastructure, Supervisor Letourneau led a Regional Airports Forum held at COG on September 26<sup>th</sup>, 2014. Approximately 25 people from the airports and the region's economic development and business communities attended the two hour forum to hear presentations from the region's airports and from COG staff and discuss issues such as maintaining the appropriate balance of airport utilization within the regional airport system, encouraging growth at the airports where capacity exists for expansion and significant investment has been made in anticipation of forecast growth, and ensuring that sufficient funds are available to continue investment in maintenance and expansion of our regional airport infrastructure. Following the Forum, at its meeting on October 9, 2014, the Board received briefings from staff highlighting the findings of the 2013 Washington-Baltimore Air Passenger Survey, and from representatives of the region's airports on the above issues. Following the briefing, the Board adopted Resolution R65-2014 directing staff to provide further information on regional airport issues as guidance for a future policy statement regarding FAA reauthorization. Specifically, the resolution directed staff to:

777 North Capitol Street, NE, Suite 300 Washington, D.C. 20002  
202.962.3200 (Phone) 202.962.2301 (Fax) 202.962.3213 (TDD)  
mwcog.org

“...continue research on the impacts of further modifications to the slot and perimeter rules at Ronald Reagan Washington National Airport on the three airport regional system, including airport noise, and on the impact of changes to the rules on PFCs on the regional three airport system.”

“...report their findings to the Board in early 2015, with sufficient time to allow the Board to consider a resolution expressing a definitive policy statement with regard to FAA reauthorization.”

This memorandum, the staff presentation, and two resolutions before the Board at its meeting on May 13<sup>th</sup> respond to the direction to staff contained in resolution R65-2014.

**The Regional Airport System and Slots and Perimeter Rules at DCA: History**

Our region greatly benefits from having access to three major commercial service airports, all of which are in the top 25 busiest airports in the United States based on the latest available (2013) data from the FAA. New York is the only other region that falls into this category. Our Continuous Airport System Planning (CASP) program funded by the FAA (with COG match) and the airports themselves and administered by the COG Department of Transportation Planning, focuses on all three airports as a regional system and covers a planning region larger than that typically used for the activities of the Transportation Planning Board. The regional three airport system serves both air passengers and air cargo and is accessed by a multimodal surface transportation system. The table below provides some basic information on each of the three regional airports:

Name	Location	Opened	Area	Passenger Facilities	2000 Passengers	2014 Passengers	Lead Carrier
<i>Baltimore-Washington International Thurgood Marshall Airport (BWI)</i>	Anne Arundel County, MD (27 miles from the Capitol)	1950	3,600 ac	5 concourses 73 gates 3 runways	19.6M	22.3M	Southwest Airlines (71% share)
<i>Ronald Reagan Washington National Airport (DCA)</i>	Arlington County, VA (3 miles from the Capitol)	1941	860 ac	3 concourses 44 gates 3 runways <sup>1</sup>	15.8M	20.8M	American Airlines (52% share)
<i>Washington-Dulles International Airport (IAD)</i>	Fairfax County and Loudoun County, VA (24 miles from the Capitol)	1962	12,000 ac	6 concourses 135 gates 5 runways	20.0M	21.6M	United Airlines (62% share)

<sup>1</sup> Runway 1/19 is the primary runway (oriented north-south) and used for nearly all flights except when operating or weather conditions dictate otherwise.

The three regional airports need to be considered as a single system, and long-standing regional policy seeks a balance within that system. All commercial service airports are highly regulated, but DCA is one of the most highly regulated airports in the country. In addition to the airspace restrictions in place around the Washington-Baltimore region due to the presence of Federal buildings and aircraft operations (including those transporting the President of the United States), DCA has been subject to the high-density rule or slot rule since that caps the maximum number of takeoffs and landings per hour since 1969, subject to nighttime noise rules since 1981, and the perimeter rule that limits nonstop flights beyond a certain distance from the airport since 1966. These rules were put in place to maintain the system balance, create a safe operating environment, and to mitigate noise issues for neighborhoods in the flight paths of DCA.

In 1969, in the face of increasing delays and congestion, the FAA applied special air traffic rules to certain airports that it designated as high density airports.<sup>2</sup> In addition to DCA (at the time known as Washington National Airport or simply National Airport), the other high density airports identified in 1969 were Chicago O'Hare International Airport (ORD); John F. Kennedy International Airport (JFK) in New York City, LaGuardia Airport (LGA) in New York City, and Newark International Airport (EWR, now called Newark Liberty International Airport) in Newark, NJ, just west of New York City. The high density rules restrict the number of allowable operations (takeoffs and landings) at the designated airports; each allowable operation is known as a slot or a slot pair (referring to one takeoff and one landing), hence the rules came to be known as "slot rules" and the designated airports as "slot controlled." ORD is no longer slot-controlled; the three New York-area airports and DCA remain slot-controlled.<sup>3</sup>

DCA's slot controls were initially contained in Federal regulations<sup>4</sup> along with the rest of the high-density rules, but were elevated to a statutory requirement by Congress as part of the Metropolitan Washington Airports Act of 1986, which transferred operation of DCA and IAD from the FAA to the then newly-created Metropolitan Washington Airports Authority (MWAA). From 1969 until 1999, the maximum number of commercial takeoff and landings per hour at DCA was capped at 48 (37 for jets and 11 for commuter aircraft), plus another 12 slots for general aviation aircraft (typically corporate planes), for a maximum total of 60 slots per hour.

In addition to the slot rules, a perimeter rule has been in place at DCA since 1966, restricting airlines from operating nonstop service between DCA and airports beyond a certain distance from DCA.<sup>5</sup> The Civil Aeronautics Board (CAB)<sup>6</sup> in conjunction with the airlines initially approved a 650 mile perimeter at DCA, with seven cities including Miami, the Twin Cities, and St. Louis that were between 650 and 1,000 miles from DCA granted grandfather exemptions. The FAA updated the perimeter through regulatory action to 1,000 miles in 1981, and it was extended to 1,250 miles and elevated to statute with the slot rules as part of the Metropolitan Washington Airports Act of 1986. The perimeter remains at 1,250 miles.

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<sup>2</sup> Most of this paragraph has been excerpted from the GAO reports RCED-99-234 (1999) and GAO-12-902 (2012).

<sup>3</sup> Following the initial slot controls at EWR, they were suspended between 1970 and 2008.

<sup>4</sup> 14 CFR Part 93, subparts K and S.

<sup>5</sup> A perimeter rule has also been in place at LGA since the 1950s and is still in place; the current perimeter is 1,500 miles.

<sup>6</sup> The CAB was the Federal agency responsible for regulating passenger airline service until the industry was deregulated in 1978.

## **Recent Changes to the Slot and Perimeter Rules**

It has been the standing policy of the COG Board of Directors since the region's first regional air system plan was undertaken in July 1973 to seek balance in the regional three airport system and to seek a broad, balanced, and integrated perspective on matters relating to airport and aircraft policies. In addition, when DCA and IAD were transferred from Federal operation to the newly-created MWAA in 1987, the U.S. Congress directed that DCA function as the short haul, origin-destination airport and IAD as the long-haul, growth airport. The slot and perimeter rules at DCA were put in place to maintain the system balance, create a safe operating environment, and to mitigate noise issues for neighborhoods in the flight paths of DCA.

Beginning in the year 2000, congressional action as part of FAA reauthorization has continuously eroded the slot and perimeter rules at DCA, either through outright slot additions (sometimes called slot exemptions), perimeter exemptions, or both. The Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century (AIR-21) in the year 2000 added 24 new slots at DCA: 12 within the perimeter, and 12 beyond the perimeter. Three years later, the Vision 100 – Century of Aviation Reauthorization Act (VISION 100) added 20 new slots at DCA: eight within the perimeter, and 12 beyond the perimeter. Finally, the FAA Modernization and Reform Act of 2012 added eight beyond perimeter slots.<sup>7</sup> In total, since the year 2000, 52 new slots have been added at DCA through congressional action, and 32 of those have been beyond the perimeter. The COG Board of Directors has consistently opposed changes to the slot and perimeter rules at DCA; the last Board action on these issues was Resolution R33-08, adopted on June 11, 2008.

## **Impacts of Changes to the Slot and Perimeter Rules**

The slot and perimeter rules have been a very important tool in managing the volume of air traffic at DCA and balancing the economic viability of our three airport regional system, and weakening them reduces their effectiveness as a tool. Continuing to add perimeter exemptions at DCA undermines congressional direction that it functions as a short-haul, origin destination airport, and does so to the detriment of the other two airports in our region. Continuing to add slots at DCA, regardless of perimeter status, expands the overall number of daily and hourly flight operations at DCA, which in turn increases the amount of noise experienced by residents in the flight path of the airport. In addition, continuing to add slots at DCA further strains the facility that is already struggling to accommodate existing levels of flight operations that are largely a result of the changes to the slot and perimeter rules taken by Congress since the year 2000. The airside infrastructure (the airfield and gates) at DCA are nearly at capacity. As for the landside infrastructure at DCA, parking lots are frequently filled to capacity, and MWAA has undertaken a major capital program at significant cost to allow Terminal A to accommodate passengers and recently announced the planned construction of a new commuter aircraft terminal just north of the C pier to further accommodate anticipated growth. Finally, continued expansion of flight operations at DCA is inconsistent with the regional infrastructure goals adopted by the COG Board; namely, to direct infrastructure investment to the two regional airports poised for future growth and that have the physical layout to accommodate it – BWI and IAD.

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<sup>7</sup> This law also authorized the four incumbent DCA airlines at that time (US Airways, Delta, United, and American) to convert eight within perimeter slots to beyond perimeter slots.

### **History of the PFC Program**

Congress first authorized the PFC program in 1990. The program allows individual airports to charge a per-enplaning passenger fee to fund airport capital projects. The original legislation allowed airports to charge a PFC in \$1 increments up to a maximum of \$3 per passenger. The cap was raised to \$4.50 as part of the AIR-21 legislation in the year 2000. Our regional airports have raised millions of dollars to fund infrastructure projects through the PFC program, and have also raised money on the private bond market by leveraging future PFC revenues as another method of capital investment. Unlike the Airport Improvement Program (AIP), which is a Federal grant program that requires a local match and funds an increasingly small proportion of airport infrastructure<sup>8</sup>, the PFC program is locally administered and locally generates funds. The issue at hand is that the PFC cap has been frozen at \$4.50 per passenger since the year 2000. Due to inflation, each current charge collected is worth approximately \$2.45.

### **Impacts of Raising or Not Raising the PFC Cap**

The PFC is the primary means of funding needed infrastructure improvements at most commercial service airports across the country, including our three regional airports. Raising the cap to \$8.50 and indexing the cap to inflation will restore buying power of the PFC lost to the airports in recent years and insure that the program maintains its value in the long-term, which will in turn insure that our region's airports will be able to continue investing in the infrastructure needed to accommodate the growth expected in the future. Conversely, failure to raise the PFC cap and index it to inflation means that our region's airports will greatly suffer; they will not be able to invest in the necessary infrastructure improvements to accommodate future passenger volumes. At DCA and IAD, at the existing PFC levels and already planned capital improvements, the resulting funds will be committed for approximately the next 25 years. Absent an increase in the PFC cap, it is not clear how additional investment in the airports would be made.

### **Recommendation**

The COG Board has not previously taken action with regard to the PFC program. A broad national coalition of airports has come out in favor of raising the PFC cap to \$8.50 and adding an inflation index. Restoring value to this primary funding source of airport infrastructure is crucial to continued investment in our regional airport system. In addition, preventing further erosion of the slot and perimeter rules at DCA is crucial to maintaining balance in the three airport regional system, keeping the system competitive nationally, and directing investment and future growth to the appropriate infrastructure. Staff recommends that the Board adopt Resolutions R37-2015 and R38-2015.

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<sup>8</sup> In addition, the overall level of funding (nationally) for the AIP is capped statutorily and funding for individual airports is determined by a population formula.

Congress of the United States  
Washington, DC 20515

May 5, 2015

The Honorable John Thune  
Chairman  
Committee on Commerce, Science and  
Transportation  
United States Senate  
Washington, D.C. 20510

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and  
Infrastructure  
United States House of Representatives  
Washington, D.C. 20515

The Honorable Bill Nelson  
Ranking Member  
Committee on Commerce, Science and  
Transportation  
United States Senate  
Washington, D.C. 20510

The Honorable Peter A. DeFazio  
Ranking Member  
Committee on Transportation and  
Infrastructure  
United States House of Representatives  
Washington, D.C. 20515

Dear Chairmen and Ranking Members:

As the 2015 Federal Aviation Administration (FAA) reauthorization bill comes before the Congress, we would like to make clear our strong opposition to any attempts aimed at changing the current High Density (slot) and perimeter rules at Ronald Reagan Washington National Airport.

Reagan National and Washington Dulles International Airports are the federal government's only commercial airports. When Congress passed the Metropolitan Washington Airports Authority Compact legislation in 1986 that created the Airports Authority, it charged that entity with the duty of operating and managing the airports as a single system with the two airports having complementary roles. Acknowledging the physical limitations of Reagan National, Congress mandated the High Density Rule (or "Slot" rule) and "Perimeter" rule. Dulles International was planned as the growth airport for the region's aviation needs. For over two decades, passenger activity at Dulles International grew while the slot rule at Reagan National kept flight activity relatively stable, consistent with the constrained facilities at Reagan National. In accordance with its Congressional mandate, the Airports Authority made major capital investments at Dulles International from 1989 to 2011 to accommodate this growth as well as anticipated future growth in air travel. Both Reagan and Dulles Airports flourished under the billions of dollars that the Airports Authority and the federal government invested in the airports and are now financing the extension of Metrorail to Dulles Airport and beyond.

The Authority's work also helped achieve a balance with Thurgood Marshall Baltimore Washington International (BWI) so that the broader interests of the Maryland/DC/Virginia

region are well served. The result has been three world class airports with coordinated access to the nation and the world that has yielded dramatic investment in the region's economy by the private sector. The multi-billion dollar economy of the metropolitan Washington region is driven in part by its aviation system, as evidenced by the relocation of major corporate headquarters such as SAIC, Hilton Hotels and Volkswagen to locations near our area airports. We must acknowledge that changes to the flight rules at Reagan National can have profound impacts both on operations at Dulles International and BWI, and on the economies of our home states and the region.

However, in the last three FAA reauthorization bills, Congress has made changes to these rules that have disrupted the balance in this two-airport system. After three consecutive years of record growth, Reagan National is forecasted to overtake Dulles International in terms of passenger enplanements in 2015. Changes in flight activity resulting from legislative loosening of the slot and perimeter rules, combined with airline mergers and commercial transactions, have led to significant congestion and stress on Reagan National's facilities. As a consequence, airline growth at Dulles International has declined as carriers have shifted flights from Dulles International to Reagan National. Since 2000, domestic passengers at Reagan National have grown by 31%, while Dulles has declined 9%. Since 2012, domestic passengers at Reagan National have grown by 5.5%, while Dulles declined by 7.2%. That decline in domestic traffic at Dulles International is, in part, directly attributable to changes made by Congress to the operational rules at Reagan National. Any further loosening of the existing slot and perimeter rules will exacerbate the imbalance between the region's important airport assets.

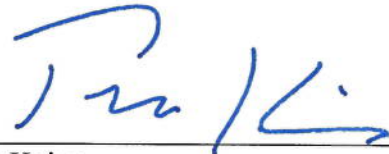
Changes to existing law should not be made unilaterally by Congress, but rather through the mutual agreement of all parties concerned. History has shown that increasing slots to beyond-perimeter destinations outside this process results in poor business decisions, anti-competitive behavior and unfair giveaways to one airline over another. Just as you would not want out-of-state Members dictating operations at your home state airports, we will strongly oppose efforts to make changes at airports that serve our communities and constituents.

Thank you for your leadership in the critical area of aviation policy. We look forward to working with you to pass an FAA Reauthorization bill this year that leaves intact the current rules governing operations at Reagan National Airport.

Sincerely,



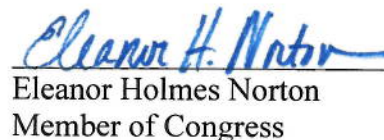
Mark R. Warner  
United States Senator



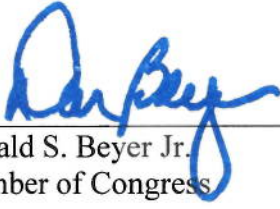
Tim Kaine  
United States Senator



Gerald E. Connolly  
Member of Congress

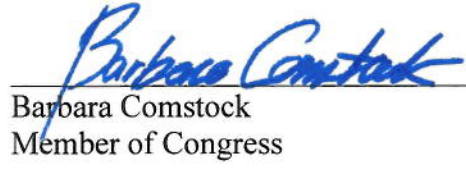


Eleanor Holmes Norton  
Member of Congress



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Donald S. Beyer Jr.  
Member of Congress



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Barbara Comstock  
Member of Congress



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002**

**RESOLUTION REAFFIRMING OPPOSITION TO ADDITIONAL SLOTS AND PERIMETER RULE CHANGES AT  
RONALD REAGAN WASHINGTON NATIONAL AIRPORT**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) has a long-standing position on the governance and land use and noise compatibility policy at Ronald Reagan Washington National Airport; and

**WHEREAS**, COG supports maintaining the existing slot rule of 67 landings and takeoffs per hour and a non-stop 1,250 mile perimeter rule at Ronald Reagan Washington National Airport; and

**WHEREAS**, COG is recognized by the Federal Aviation Administration as the air systems planning agency for the Metropolitan Washington region; and

**WHEREAS**, the slot and perimeter rules have been effective in “capping” noise at Ronald Reagan Washington National Airport; and

**WHEREAS**, COG is involved in a continuing planning process for addressing the issues concerning the future development and impact of the region’s major commercial airports, as they relate to metropolitan and local community development goals and policies; and

**WHEREAS**, the long-term growth of commercial aviation activity in the Washington-Baltimore region, particularly at Baltimore/Washington International and Washington Dulles International Airports, requires that long-term planning proceed to best accommodate that growth; and

**WHEREAS**, Ronald Reagan Washington National Airport’s important role in our region must be carefully balanced against its noise and environmental impacts on the residents of the region; and

**WHEREAS**, the Metropolitan Washington Region continues to be adversely impacted by noise from Ronald Reagan Washington National Airport; and

**WHEREAS**, the Metropolitan Washington Region has not asked for expansion at Ronald Reagan Washington National Airport and has a stated policy of encouraging air service expansion at Baltimore-Washington International Thurgood Marshall Airport and Washington Dulles International Airport.

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

1. The COG Board of Directors opposes efforts to usurp regional and local authority over airports and reaffirms its position opposing additional slots and perimeter rule changes at Ronald Reagan Washington National Airport.
2. The Chair of the COG Board shall communicate this position to: the Chief Elected Officials of all COG member jurisdictions; all members of the regional delegation of the United States Congress; the Chair and ranking members of the appropriate congressional committees; and the President of the United States.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002**

**RESOLUTION SUPPORTING AN INCREASE OF THE FEE CAP ON THE FEDERAL AVIATION  
ADMINISTRATION (FAA) PASSENGER FACILITY CHARGE PROGRAM FROM \$4.50 PER PASSENGER TO  
\$8.50 PER PASSENGER WITH AN INFLATION INDEX AS PART OF FAA REAUTHORIZATION**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) is recognized by the FAA as the air systems planning agency for the Metropolitan Washington region; and

**WHEREAS**, COG is involved in a continuing planning process for addressing the issues concerning the future development and impact of the region's major commercial airports, as they relate to metropolitan and local community development goals and policies; and

**WHEREAS**, the growth of commercial aviation activity in the Washington-Baltimore region requires that long-term planning and investment in airport infrastructure proceed to best accommodate that growth; and

**WHEREAS**, the FAA administers the Passenger Facility Charge program as a primary means of allowing airports to fund their own infrastructure maintenance and improvements; and

**WHEREAS**, the three regional commercial service airports collectively have funded nearly five billion dollars of existing and planned infrastructure under the Passenger Facility Charge program since 2001; and

**WHEREAS**, the COG 2015 State of the Region: Infrastructure report identified a twenty-four and half billion dollar current infrastructure funding gap for transportation; and

**WHEREAS**, the current per passenger fee cap on the Passenger Facility Charge of four dollars and fifty cents was set in the year 2000 and has not kept pace with inflation; and

**WHEREAS**, as a result the purchasing power of the Passenger Facility Charge has sharply eroded over the past fifteen years, so that our region's airports cannot adequately invest in vital airport infrastructure; and

**WHEREAS**, a national coalition of more than 125 airports, as well as infrastructure groups, and local elected officials have endorsed a proposal to restore the purchasing power of the Passenger Facility Charge and guard against future diminution by raising the fee cap and indexing the cap to inflation.

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

1. The COG Board of Directors supports efforts to increase the fee cap on the Passenger Facility Charge from \$4.50 per passenger to \$8.50 per passenger with an inflation index as part of FAA reauthorization.

2. The Chair of the COG Board shall communicate this position to: the Chief Elected Officials of all COG member jurisdictions; all members of the regional delegation of the United States Congress; the Chair and ranking members of the appropriate congressional committees; and the President of the United States.



## **AGENDA ITEM #12**

# **EFFORTS TO END HOMELESSNESS IN THE NATIONAL CAPITAL REGION & RESULTS OF THE 2015 HOMELESS ENUMERATION**

# Homelessness in Metropolitan Washington



Results and Analysis from the  
2015 Point-in-Time Count of Persons Experiencing  
Homelessness in the Metropolitan Washington Region



METROPOLITAN WASHINGTON

**Council of Governments**

# Homelessness in Metropolitan Washington

Results and Analysis from the 2015 Point-in-Time Count  
of Persons Experiencing Homelessness in the  
Metropolitan Washington Region

**Prepared by**  
The Metropolitan Washington Council of  
Governments' Homeless Services  
Planning and Coordinating Committee

**Report Author**  
Hilary Chapman  
Council of Governments

**With Assistance From**  
Sophie Mintier and Greg Goodwin  
Council of Governments

May 13, 2015

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## EXECUTIVE SUMMARY

For the 15<sup>th</sup> consecutive year, the Metropolitan Washington Council of Governments' (COG) Homeless Services Planning and Coordinating Committee has conducted a regional enumeration of the area's homeless and formerly homeless population.

This year's enumeration and survey occurred on January 28, 2015. The report provides a one-day "snapshot" of the region's homeless population within nine metropolitan Washington area jurisdictions. It is important to note that this "snapshot" by definition provides one perspective on the state of homelessness in the metropolitan Washington region on only one day, and the count may be influenced by numerous variables, such as weather and bed availability by jurisdiction.

The 2015 Point-in-Time (PIT) Enumeration resulted in a total count of 11,623 literally homeless individuals. The region's population of persons experiencing homelessness decreased by 2.7 percent (or 323 people) from 2014. This is an improvement from the 2014 PIT, when the number of persons experiencing homelessness increased by 3.5 percent. Since 2011, the population of literally homeless persons has decreased by 2.2 percent (or 256 people). Six of nine jurisdictions recorded decreases in the number of persons experiencing homelessness in 2015. In the City of Alexandria, decreases in one demographic were offset by increases another, resulting in no change in the total number of homeless persons counted. As in past years, the District of

Columbia has the largest proportion of the region's homeless population (63 percent). Montgomery County experienced a 23 percent increase (209 persons) primarily due to an increase in homeless families. Frederick County, Maryland also experienced an increase from 2014 (26 percent) but this is based upon 65 individuals and therefore the population size may be too small to be truly significant.

The region measured success not just by the 2.7 percent decrease in the regional total of persons experiencing homelessness, but also by the 8,587 single individuals and family members who were counted in permanent supportive housing on the night of the PIT and are no longer considered homeless. In addition, in 2015, 3,784 formerly homeless individuals were rapidly re-housed and an additional 1,891 formerly homeless persons were counted in other permanent housing. This brings the regional total of formerly homeless persons in 2015 to 14,262, an additional 2,619 people housed than at this time last year. The significant number of people placed in permanent housing has constrained the incidence of homelessness in the region and helped prevent it from growing unchecked.

Yet another regional success story is the continued decline in chronic homelessness. The number of chronically homeless persons declined by 1,030 (31 percent) between 2011 and 2015 and by 230 persons (9 percent) from 2014 to 2015. Success is attributed in part to additional HUD-VASH (Veterans Administration Supportive Housing) vouchers, HUD Continuum of Care program funding targeting the chronically homeless, participation by most of the



region's Continuum of Care in the 100,000 Homes Campaign and related efforts, and an increase in permanent supportive housing options.

Coordinated efforts from the local all the way to the federal level at the U.S. Departments of Housing and Urban Development (HUD) and Veterans Affairs have also had a positive impact on reducing the number of veterans experiencing homelessness in our region. Between 2011 and 2015, the region counted 138 fewer homeless veterans (19 percent reduction). This demonstrates the success that the region can achieve in ending homelessness with access to additional dedicated housing resources, such as HUD-VASH vouchers.

For the first time in 2015, as required by HUD, the region collected more detailed demographic data on Transition Age Youth (TAY); young adults aged 18 to 24. Transition Age Youth are more likely to be in families than single, and gathering more detailed information about them will inform efforts to respond appropriately to their unique needs. This year the region counted 1,538 Transition Age Youths.

Arlington County achieved the greatest percentage decrease (18 percent) in its literally homeless population this year, while the District of Columbia recorded the greatest decrease in the number of persons experiencing homelessness (450 fewer persons) this year.

The employment picture is mixed; although the economy is recovering in many sectors, it has not had a significant impact on decreasing unemployment and increasing earned income among persons experiencing homelessness. **Data collected this year**

**confirm what each jurisdiction has observed in practice, that the single greatest barrier to ending homelessness in our communities is the diminishing number of affordable and available permanent housing opportunities for the lowest income households.**

The 2015 report highlights several key, recurring themes:

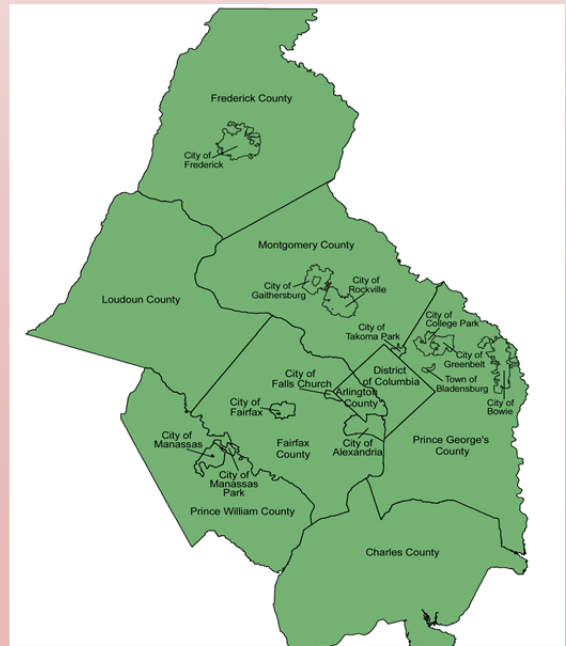
1. The significant increase in the number of formerly homeless persons in permanent and permanent supportive housing;
2. The positive impact of shelter diversion and homeless prevention programs;
3. The lack of living wage jobs continues to prevent people experiencing homelessness from achieving housing stability; and
4. The need for additional resources to increase the supply of affordable housing available to the lowest-income households.

Dedication to addressing the region's homelessness challenges has resulted in steady, measurable progress in providing shelter and wrap-around services to homeless individuals and families. The region's practitioners are implementing best practices and know which strategies best serve people experiencing homelessness in the metropolitan Washington area. However, there remain significant challenges highlighted in this year's numbers. Accurately counting and addressing the needs of homeless unaccompanied youth remains problematic,

not just for our region, but nationwide. The rise in family homelessness throughout the region in particular reflects the stark reality about the lack of sufficient affordable housing. Reversing the trend in rising family homelessness observed during the past four years will require a renewed dedication to creating and preserving affordable housing opportunities for low-income families to allow them to be stably and independently housed for the long-term.

The following report includes a count of the region's residents who are:

- Unsheltered persons living on the streets, including parks, alleys, and camp sites;
- Staying in an emergency or hypothermia shelter or safe haven;
- Living in transitional housing where they receive supportive services designed to help them move into some form of permanent housing; and
- Formerly homeless people now living in permanent supportive housing or other permanent housing who are receiving supportive social services.



Note: The map (right) represents those jurisdictions which are members of the Metropolitan Washington Council of Governments. However, Charles County data is not included in this Point-in-Time report. Unlike the other jurisdictions, Charles County provides its homelessness data to the Baltimore HUD Field Office.

# Charter to End Homelessness

WHEREAS, every resident deserves a place to call home; and

WHEREAS, we firmly believe homelessness can and must be eliminated in our communities; and

WHEREAS, we can effectively end homelessness by regional collaboration with an emphasis on addressing its most fundamental causes; and

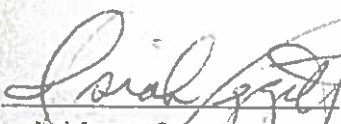
WHEREAS, affordable housing, workforce development, economic development and coordinated services are integrally linked contributing factors to eliminating homelessness; and

WHEREAS, because of our mutually shared passion for eliminating homelessness, the time is right to align our systems, jointly harness new resources and build on local innovation; and


WHEREAS, we are committed to ending homelessness across *all* populations;

NOW  
THEREFORE  
BE IT  
RESOLVED, we, hereby establish a regional coordinating council on homelessness with executive level membership from each of our three jurisdictions and charge this body with the development and implementation of an actionable plan to work towards permanently ending homelessness in the Washington metropolitan region.


Signed this 17th day of March in the year 2015.

  
Isiah Leggett, County Executive  
Montgomery County, Maryland



  
Rushern L. Baker III, County Executive  
Prince George's County, Maryland



  
Muriel E. Bowser, Mayor  
District of Columbia



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 N. CAPITOL STREET, N.E.  
WASHINGTON, D.C. 20002**

**RESOLUTION APPROVING THE REPORT *HOMELESSNESS IN METROPOLITAN WASHINGTON: RESULTS AND ANALYSIS FROM THE 2015 POINT-IN-TIME COUNT OF HOMELESS PERSONS IN THE METROPOLITAN WASHINGTON REGION***

**WHEREAS**, since 2000, the Metropolitan Washington Council of Governments (COG) has convened local homeless services providers through the Homeless Services Planning and Coordinating Committee (Committee); and

**WHEREAS**, since 2001, the Committee has coordinated an annual enumeration of the region's homeless population during the last week of January; and

**WHEREAS**, the Committee is committed to gathering, analyzing and sharing data regarding homelessness regionally on an annual basis to solve this crisis, although conducting a Point-in-Time count is required by the U.S. Department of Housing and Urban Development only on a biennial basis; and

**WHEREAS**, on March 17, 2015, the Executives from the District of Columbia, Prince George's County and Montgomery County, Maryland, convened a Regional Summit on Homelessness and signed a Charter to "... *establish a Regional Coordinating Council on Homelessness with executive level membership from each of our three jurisdictions and charge this body with the development and implementation of an actionable plan to work towards permanently ending homelessness in the Washington metropolitan region...*"

**NOW, THEREFORE, BE IT RESOLVED BY THE COG BOARD OF DIRECTORS THAT:**

1. The Board approves the report, "*Homeless in Metropolitan Washington: Results and Analysis from the 2015 Point-in-Time Count of Homeless Persons in the Metropolitan Washington Region*".
2. The Board thanks the Committee for its work to conduct a homeless enumeration on an annual basis in order to better inform policy and practice in our region.
3. The Board commends the efforts of the new Regional Coordinating Council on Homelessness and encourages COG to extend its unique regional expertise to assist and enhance this inter-jurisdictional coordination effort.
4. The Board further encourages the members of the Regional Coordinating Council on Homelessness, once operationalized, to consider the feasibility of expanding its geographic focus to include representatives from Northern Virginia.



## **AGENDA ITEM #13**

## **OTHER BUSINESS**

(No attachment)



## **AGENDA ITEM #14**

**THE NEXT MEETING IS  
WEDNESDAY JUNE 10, 2015**