



BOARD OF DIRECTORS

Wednesday, November 13, 2024
12:00 P.M. - 2:00 P.M.
Walter A. Scheiber Board Room

Virtual participation available for members upon request
Public livestream on website

AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER**
Charles Allen, COG Board Chair
 - 2. CHAIR'S REPORT**
Charles Allen, COG Board Chair
 - A. COG Membership & Awards Reception – December 11th 4:00–6:00PM**
- 12:05 P.M.**
- 3. EXECUTIVE DIRECTOR'S REPORT**
Clark Mercer, COG Executive Director
 - A. Fiscal Year 2025 Year End Report**
 - 4. AMENDMENTS TO THE AGENDA**
Charles Allen, COG Board Chair
- 12:15 P.M.**
- 5. APPROVAL OF THE MINUTES FROM OCTOBER 9, 2024**
Charles Allen, COG Board Chair
Recommended Action: Approve minutes.
 - 6. ADOPTION OF CONSENT AGENDA ITEMS**
Charles Allen, COG Board Chair
 - A. Resolution R31-2024 – Resolution authorizing COG to receive a grant, procure and enter into a contract to execute the Building Collaborative Capacity to Manage Invasive Species Habitats in metropolitan Washington Project**
 - B. Resolution R32-2024 – Resolution authorizing COG to procure and enter into a contract to support the regional Homeland Security and Public Safety Program****Recommended Action: Adopt Resolution R31-2024 – R32-2024.**

- 12:20 P.M.** **7. COORDINATION AND PREPARATIONS FOR THE 2025 PRESIDENTIAL INAUGURATION**
J. Thomas Manger, United States Capitol Police Chief of Police
William “Matt” McCool, United States Secret Service Washington Field Office
Special Agent in Charge
Christopher Rodriguez, District of Columbia Assistant City Administrator
- The board will be briefed on preparation and regional coordination in advance of the 2025 presidential inauguration events in the District of Columbia.
- Recommended Action: Receive briefing and discuss.**
- 1:10 P.M.** **8. UNDERSTANDING UNION STATION’S ENTITIES AND FUTURE ENHANCEMENTS**
Doug Carr, Union Station Redevelopment Corporation President & CEO
Laura Miller Brooks, Federal City Council Director of Transportation & Infrastructure
Michael Shenot, Amtrak Washington Union Station General Manager
- The board will be briefed on the organizations and transit operators in Union Station, their responsibilities, coordination, and plans to enhance the station.
- Recommended Action: Receive briefing and discuss.**
- 1:55 P.M** **9. OTHER BUSINESS**
- 2:00 P.M.** **10. ADJOURN**
There is no regular COG Board Meeting in December. Please join us at the COG Membership and Awards Reception on December 11th from 4:00 – 6:00 P.M.

AGENDA ITEM #2

CHAIR'S REPORT

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Clark Mercer, COG Executive Director
SUBJECT: Executive Director's Report – November 2024
DATE: November 6, 2024

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – In October, the TPB adopted a resolution, which established the TPB Regional Transportation Resiliency Subcommittee to help improve the preparedness and resilience of the transportation system to the impacts of climate change. The TPB received information updates on the recently completed *Implementation Considerations for On-Road Transportation Greenhouse Gas Reduction Strategies Final Report*. COG Executive Director Clark Mercer also provided an update on the DMVMoves initiative.

Region Forward Coalition (RFC) – At the October meeting, board members were briefed on sustainability initiatives. Members learned about the FARM Policy Committee's forthcoming accountability report and updated data on farmland in metropolitan Washington. To continue the sustainability discussion, RFC members received a briefing on the regional tree canopy goals and strategies, as well as the report entitled *Conserving Trees and Forests in Metropolitan Washington*. The meeting ended with a presentation on the *National Capital Region Transportation Resilience Improvement Plan (TRIP)*, the first comprehensive transportation resilience plan for the region.



Regional Roadway Safety Summit

On October 31, the final day of National Pedestrian Safety Month, the TPB convened for the Regional Roadway Safety Summit, joined by experts from academia and the federal government to develop recommendations for regional and local action.

[View a summary of the summit](#)

OUTREACH & PROGRAM HIGHLIGHTS

Solar Energy Forum – On October 28, COG conducted the [Clean Energy Forum: Focus on Solar](#) event. This initiative was organized by COG along with Mason Energy, a George Mason University initiative. This forum provided a foundation for regional partners and leaders from diverse sectors to unite and accelerate solar energy efforts as COG and partners strive to meet the goal of 250,000 solar rooftops by 2030.

Climate Planning – COG is currently developing a Comprehensive Climate Action Plan (CCAP) for the Metropolitan Statistical Area (MSA) under the U.S. EPA's Climate Pollution Reduction Grant program to map out strategies and actions to address key climate challenges. The CCAP will include updated greenhouse gas (GHG) inventories, projecting emissions up to 2050, and a robust engagement strategy. The CCAP will also include a strong focus on benefits to low-income communities and workforce development. Key sectors are being engaged, including the solar industry at the Clean Energy Forum, with a follow-up forum planned for Spring 2025 in coordination with Mason Energy and ICF, the project consultant.

Regional Homelessness Forum – On October 24, the fourth annual Homelessness Forum was held and marked a critical step forward in addressing housing insecurity and burnout within the workforce that supports unhoused populations across Washington, DC, and Baltimore regions. It also delved into the role of data sharing in addressing homelessness. COG Human Services Policy Committee Chair Rodney Lusk provided remarks and moderated a panel at the forum.

Winter Weather Coordination – On October 31, COG DHSPS hosted the annual Winter Weather Conference to support regional coordination for the 2024-2025 winter season. 180 partners attended the virtual briefing, representing many local, state, and federal government agencies and transportation entities in the NCR. During the conference, COG provided an overview of the NCR Winter Weather Plan, the National Weather Service provided an outlook for the season, and multiple local, state, and regional organizations outlined updated agency winter preparedness and response procedures.

Regional Economic Mobility Cohort – In October, in partnership with the Government Alliance on Race and Equity (GARE), COG launched a new regional racial equity series focused on economic



COG's DC Farm Tour

The Food and Agriculture Regional Member (FARM) Policy Committee hosted its annual Farm Tour in the District of Columbia on October 18. COG and FARM members, local government staff, staff from the United States Department of Agriculture and the Senate Agriculture Committee, along with other guests, visited four sites to learn from farmers, educators, students, and leaders about some of the farm and food innovations happening in DC.

upward mobility. This yearlong learning cohort will work with local governments to develop and refine tools and strategies to positively impact community outcomes.

Awards and Recognitions – COG and its staff recently received several awards and honors, including the Washington Regional Alcohol Program (WRAP) 2024 WRAPPY Community Partnership Award to recognize the support provided to WRAP’s lifesaving mission, as well as receiving the Outstanding Program award for the Transportation Land-Use Connections (TLC) Program by the American Planning Association National Capital Area Chapter, and COG Housing Program Manager Hilary Chapman was honored by the Arlington NAACP at their annual awards banquet with the Charles P. Monroe Civil Rights Award.

MEDIA HIGHLIGHTS

EV Charging – EV charging stories were covered by various news outlets, including Inside NoVa, WTOP, and Frederick News-Post.

[Inside NoVa](#) – story on COG submitting a grant application for Round 2 of the Charging and Fueling Infrastructure Grant Program from the U.S. Department of Transportation’s Federal Highway Administration (FHWA).

[Frederick News-Post](#) – story covers REVII strategy and quotes COG Deputy Executive Director Kanti Srikanth

Regional Drought Watch – The region is under a Drought Watch, declared by COG’s Drought Coordination Committee. Recently WTOP and WUSA9 referenced the ongoing dry conditions and Drought Watch.

[WTOP](#)



Street Smart

COG’s Street Smart program kicked off a new campaign “Slow Down, Life Ahead” in October, educating drivers, pedestrians, and bicyclists with new messaging, tips, and increased traffic enforcement to keep everyone safe on the region’s roadways. Street Smart received coverage from various news outlets, including WTOP, NBC4, and Washington Times.

[WTOP](#)

[NBC 4](#)



MEMORANDUM

TO: COG Board of Directors
FROM: Clark Mercer, COG Executive Director
Julie Mussog, Chief Financial Officer
SUBJECT: Fiscal Year 2024 Financial Report
DATE: November 6, 2024

We are providing the following preliminary, unaudited financial reports to the Board of Directors for the fiscal year ended June 30, 2024:

- Statement of Revenue, Expense, and Change in Net Position
- Comparative Statement of Net Position

SUMMARY AND HIGHLIGHTS

Statement of Revenue, Expenditures, and Changes in Net Position

For the year ending June 20, 2024, the net surplus from operations is \$2.5 million. There was a \$2.8 million increase in unrestricted funds partially offset by a \$0.4 million decrease in designated program fund balance. The increase in the undesignated fund balance was driven by interest and unrealized gains of \$0.9 million, Cooperative Purchasing Program revenue generation (\$0.2 million), lower matching requirement for TPB due to lower than budget spend in this fiscal year that will roll into FY2025 budget as a matching requirement (\$0.4 million), savings from vacancies in housing and health planning (\$0.4 million) and the Executive Office (\$0.2 million), lower match requirement in some environmental programs (\$0.3 million), and a REIT dividend higher than budget (\$0.3 million). The \$0.4 million decrease in designated program fund balance is primarily a timing issue where we have collected and recognized funds in advance of expenses being recognized and spent those funds that were collected in a prior year. The Enhanced Mobility funds spent \$0.7 million of funds collected in a prior fiscal year. This was partially offset by an increase in Blue Plains program funds (\$0.4 million). These projects fund balance is expected to be spent in the FY2025 budget year.

Total revenue was \$2.1 million less than budget. This is due to lower spending in the Transportation Planning Board Work Program of \$4.2 million offset by \$2.0 million of revenue on excess of budget for Homeland Security and Public Safety programs UASI and Securing the Cities.

Subrecipient pass-through funds are \$11.1 million less than the amount budgeted. The \$2.7 million budgeted for a repower project did not occur in this fiscal year and the rest of the revenue budgeted as subrecipient that should have been budgeted in operating revenue with the revenue reflected in Federal and State and Other Revenue.

Operating expenses tracked higher than budget due to the reclass of subrecipient revenue to operating since the expenses follow the revenue. Overall, COG generated a surplus from Operations as compared to a budgeted deficit.

Comparative Statement of Net Position

The Statement of Net Position as of June 30, 2024, shows an overall increase in total assets of \$3.1 million. This increase reflects the surplus from operations as described above of \$2.5 million. This increase is reflected in cash and accounts receivable.

Total liabilities increased by \$1.2 million primarily due to an increase in accounts payable of \$1.5 million. This increase was partially offset by a decrease in other non-current liabilities of \$0.3 million. This represents the difference between estimated and actual indirect costs. In some years the difference is a receivable and in others it is a liability, and adjustments are made to subsequent indirect rates to make up the difference.

The increase in total net position of \$3.1 million is driven by the \$1.4 million increase in board designated reserve funds which is from the \$1 million transfer to the capital reserve funds from undesignated plus depreciation for the fiscal year as per the capital reserve policy. Restricted program funds decreased by \$0.9 million primarily due to spend in the DOEE re-power program and Enhanced Mobility. The \$1.5 million increase in undesignated funds due to net income over the prior 12 months driven by revenue from interest and unrealized gains, the Cooperative Purchasing Program, the REIT dividend and savings from staffing turnover in the Executive Office and Housing and Planning.

Board-designated reserves, which include the operating and capital expenditures reserves remain 100% funded at \$11.5 million (\$5.2 operating reserve and \$6.3 capital reserve).

Audited financial statements will be presented to the Board of Directors at the January meeting.

Metropolitan Washington Council of Governments
FY 2024 Statement of Revenue, Expense, and Change in Net Position
For the twelve months ended June 30, 2024
With Comparisons to Approved Budget and Prior Year Results

Prepared on an accrual basis

	Fiscal YTD As of 6/30/2024	Budget FY2024	% of Budget	Prior FY As of 6/30/2023
Operations Revenue				
Federal and state revenue	37,060,600	31,409,400		27,482,700
Member dues	5,082,400	5,082,400		4,884,800
Regional funds	3,458,800	3,486,900		3,338,700
Building revenue	750,000	450,000		570,000
Other revenue*	6,669,100	3,707,300		6,225,000
Total Operations Revenue	53,020,900	44,136,000	120%	42,501,200
Operations Expense				
Salaries - Direct program	11,570,200	13,699,100		11,504,100
Other employee benefits	2,844,100	3,095,000		2,569,300
Consultants	17,537,200	11,647,300		10,693,200
Other direct program expense	9,994,500	6,191,500		6,750,100
Support services, rent and other allocated expense	8,604,000	10,227,900		8,596,500
Total Operations Expense	50,550,000	44,860,800	113%	40,113,200
Net Surplus (Deficit) - Operations	2,470,900	(724,800)		2,388,000
Increase (Decrease) in Designated Program Fund Balance	(354,400)	(552,300)		1,257,400
Change in Undesignated Fund Balance	2,825,300	(172,500)		1,130,600

*Other Revenue includes sponsorships, donations, fees for services, and other miscellaneous revenue.

Revenue - All Sources	FY2024 YTD	FY2024 Budget	
Operations	53,020,900	44,136,000	120%
Special Revenue Funds	187,500	124,400	151%
Subrecipient Pass-Through	2,120,400	13,208,800	16%
Contributed Services			
Total Revenue - All Sources	55,328,800	57,469,200	

Metropolitan Washington Council of Governments
 Comparative Statement of Net Position
 As of June 30, 2023 and June 30, 2024

	FY2024 as of 6/30/2024	FY2023 as of 6/30/2023	Increase (Decrease)
Assets			
Cash & Investments	13,457,300	11,965,700	
Accounts receivable	16,038,300	13,954,100	
Prepaid expenses and other assets	433,600	720,800	
Capital assets, net of depreciation	2,328,000	2,493,500	
Total Assets	32,257,200	29,134,100	3,123,100
Liabilities			
Accounts payable	5,727,100	4,164,800	
Accrued payroll, leave & other liabilities	2,129,300	2,105,900	
Other Non-current Liabilities	95,500	421,100	
Total Liabilities	7,951,900	6,691,800	1,260,100
NET POSITION*			
Net investment in capital assets	2,328,000	2,493,500	(165,500)
Board designated reserves	11,545,200	10,157,600	1,387,600
Restricted project funds	6,848,100	7,706,000	(857,900)
Undesignated	3,584,000	2,085,200	1,498,800
Total Net Position	24,305,300	22,442,300	1,863,000
Total Liabilities and Net Assets	32,257,200	29,134,100	3,123,100

*Excludes Net Pension Asset of \$6,587,000 which is available only for pension plan benefits.

AGENDA ITEM #4

AMENDMENTS TO THE AGENDA

AGENDA ITEM #5

APPROVAL OF THE MINUTES

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

**MINUTES
COG Board of Directors Meeting
October 9, 2024**

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Clark Mercer, COG Executive Director
Julie Mussog, COG Chief Financial Officer
Michael O'Connor, COG Secretary-Treasurer
Kanti Srikanth, COG Deputy Executive Director of Metropolitan Planning
Jeffrey King, COG Climate, Energy, and Air Program Director
Hilary Chapman, COG Housing Program Manager
Radha Muthiah, Capital Area Food Bank President & CEO
Sabrina Tadele, Capital Area Food Bank Director of Strategic Initiatives

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

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

2. CHAIR'S REPORT

- A. COG FARM Policy Committee DC Farm Tour Oct 18
- B. COG Annual Meeting & Awards Reception Dec 11
- C. COG Statement on Upcoming General Election

3. EXECUTIVE DIRECTOR'S REPORT

COG Executive Director Clark Mercer briefed the board on the following:

- COG celebrated the Commuter Connections Program 50th anniversary
- COG and George Mason University will host a Clean Energy Forum on Monday, October 28 from 10:00A.M. – 4:00 P.M. at the University's Arlington campus. The purpose of the meeting is to help our region capitalize on opportunities and overcome challenges in the deployment of solar to our region.
- On September 23rd, the DMVMoves Task Force convened for its second meeting and discussed funding scenarios and reviewed initial recommendations presented by two advisory groups that have been working since June on the initiative's vision, goals, and proposed actions for stronger coordination among the region's 14 different transit systems.
- On September 27th, COG's Housing Directors and Planning Directors Committees met jointly to discuss how to increase housing affordability and equity through zoning and land use reform. Committee members received special recognition for their work from the Department of Housing and Urban Development.
- On September 24th, COG helped unveil a new report by the Interstate Commission on the Potomac River Basin (ICPRB) highlighting the significant financial consequences facing the DC region in the event of a disruption to the area's water supply.

4. AMENDMENTS TO THE AGENDA

Chair Allen offered an amendment to the agenda to add Resolution R30-2024 to the consent agenda items considered under agenda item 6. The amendment was approved.

5. APPROVAL OF THE MINUTES FROM SEPTEMBER 11, 2024

The minutes from the September 11, 2024, board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R20-2024 – Resolution approving appointments to the COG 2025 Nominating Committee
- B. Resolution R21-2024 – Resolution approving appointments to the COG 2025 Legislative Committee
- C. Resolution R22- 2024 – Resolution authorizing COG to receive and expend grant funds for a PFAS Reduction in Biosolids and Filtrate project
- D. Resolution R23-2024 – Resolution authorizing COG to receive a grant, procure and enter into a contract to execute the “Collaboratively Addressing Derelict Vessels and Large Debris in the Anacostia River” project
- E. Resolution R24-2024 – Resolution authorizing COG to enter into an Agreement with George Mason University to accelerate action on climate change
- F. Resolution R25-2024 – Resolution authorizing COG to enter into an agreement with Loudoun County to develop a Natural Resources Strategy and support implementation of the county’s Energy Efficiency and Conservation Block Grant
- G. Resolution R30-2024 - Resolution authorizing COG to receive a grant to establish the Learners Workforce Program

Action: The board adopted Resolutions R20-2024 – R25-2024 and R30-2024.

7. FISCAL YEAR 2026 MEMBER DUES & REGIONAL FEES

The board received a briefing by COG Executive Director Clark Mercer and COG Chief Financial Officer Julie Mussog on the proposal for the Fiscal Year 2026 Member Dues and Regional Fees.

Action: Received briefing and adopted Resolution R26-2024.

8. APPROVAL OF THE FISCAL YEAR 2025 & FIVE-YEAR CAPITAL EXPENDITURE PLAN AND BUDGET

The board received a briefing on the proposed FY2025 Capital Expenditure Budget and Five-Year Capital Expenditure Plan from COG Secretary-Treasurer Michael O’Connor and COG Chief Financial Officer Julie Mussog.

Action: Received briefing and adopted Resolution R27-2024.

9. REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION (REVII) PLAN

The board was briefed by COG Deputy Executive Director of Metropolitan Planning Kanti Srikanth and COG Climate, Energy, and Air Program Director Jeffrey King on the TPB and COG REVII Plan, a guide to help state and local jurisdictions plan and implement Electric Vehicle (EV) charging infrastructure across the region to support the transition of light duty vehicles to electric power.

Action: Received briefing and discussed.

10. HOUSING AFFORDABILITY PLANNING PROGRAM GRANTS

The board was briefed by COG Housing Program Manager Hilary Chapman on the recommended 2024 recipients of COG’s Housing Affordability Planning Program (HAPP) grants.

Action: Received briefing and adopted Resolution R28-2024.

11. CAPITAL AREA FOOD BANK 2024 HUNGER REPORT

The board was briefed on the results of Capital Area Food Bank's 2024 Hunger Report from Capital Area Food Bank President & CEO Radha Muthiah and Capital Area Food Bank Director of Strategic Initiatives Sabrina Tadele.

Action: Received briefing and adopted Resolution R29-2024.

12. OTHER BUSINESS

There was no other business.

13. ADJORN

The meeting was adjourned at 2:00 P.M.

COG Board of Directors
Meeting
October 9, 2024 Attendance

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<i>District of Columbia</i>				
Executive	Hon. Muriel Bowser		Ms. Beverly Perry	
	Mr. Kevin Donahue		Mr. Tomas Talamante	Y
Council	Hon. Phil Mendelson		Hon. Brianne Nadeau	Y
	Hon. Charles Allen	Y		
<i>Maryland</i>				
City of Bowie	Hon. Tim Adams	Y	Hon. Dufour Woolfley	
Charles County	Hon. Reuben Collins	Y	Hon. Thomasina Coates	
City of Frederick	Hon. Michael O'Connor	Y	Hon. Kelly Russell	
Frederick County	Hon. Jessica Fitzwater	Y	Ms. Victoria Venable	Y
City of College Park	Hon. Denise Mitchell	Y	Hon. Fazlul Kabir	
City of Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
City of Greenbelt	Hon. Emmett Jordan	Y	Hon. Kristen Weaver	
City of Laurel	Hon. Keith Sydnor	Y	Hon. James Kole	
Montgomery County - Exec	Hon. Marc Elrich	Y	Mr. Richard Madaleno Ms. Fariba Kassiri Mr. Earl Stoddard	
Montgomery County - Council	Hon. Evan Glass			
Montgomery County - Council	Hon. Kate Stewart			
Prince George's County - Exec	Hon. Angela Alsobrooks		Ms. Tara Jackson	
Prince George's County - Council	Hon. Tom Dernoga	Y	Hon. Wanika Fisher	
Prince George's County - Council	Hon. Ingrid Watson	Y	Hon. Krystal Oriadha	
City of Rockville	Hon. Monique Ashton	Y		
City of Takoma Park	Hon. Talisha Searcy			
Maryland General Assembly	Hon. Brian Feldman			
<i>Virginia</i>				
City of Alexandria	Hon. Justin Wilson	Y	Hon. Kirk McPike	
Arlington County	Hon. Libby Garvey	Y		
City of Fairfax	Hon. Catherine Read	Y	Hon. Tom Ross	
Fairfax County	Hon. Rodney Lusk	Y	Hon. Daniel Storck	
Fairfax County	Hon. Jeff McKay		Hon. Andres Jimenez	
Fairfax County	Hon. James Walkinshaw	Y	Hon. Walter Alcorn	
City of Falls Church	Hon. David Snyder	Y		
Loudoun County	Hon. Laura TeKrony	Y		
Loudoun County	Hon. Phyllis Randall	Y	Hon. Koran Saines	
City of Manassas	Hon. Mark Wolfe	Y	Hon. Sonia Vasquez Luna	
City of Manassas Park	Hon. Darryl Moore			
Prince William County	Hon. Deshundra Jefferson	Y	Hon. Kenny A. Boddye	
Prince William County	Hon. Andrea Bailey	Y	Hon. Tom Gordy	
Virginia General Assembly	Hon. Mark Sickles			

Y = present V = virtual

Total: 26

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

**ADOPTION OF CONSENT AGENDA ITEMS
November 2024**

A. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO EXECUTE THE “BUILDING COLLABORATIVE CAPACITY TO MANAGE INVASIVE SPECIES HABITATS IN WASHINGTON, DC” PROJECT

The board will be asked to adopt Resolution R31-2024 authorizing the Executive Director, or his designee, to receive and expend grant funds from the FY24 National Fish and Wildlife Foundation Chesapeake Wild Grants Program in the amount of \$59,701.76. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, to support the planning and development of invasive species management plans. The goal of the project will be to engage local communities in metropolitan Washington to create community-based invasive-species management plans for imperiled species habitat at significant ecological sites, build invasives management capacity through learning and certification, and prevent future degradation by creating and maintaining an early detection and rapid response system for parks in each community. This is a one-year project and COG will be required to provide a total match of \$40,098 which is available in the budget of the Department of Environmental Programs.

RECOMMENDED ACTION: Adopt Resolution R31-2024.

B. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO SUPPORT THE REGIONAL HOMELAND SECURITY AND PUBLIC SAFETY PROGRAM

The board will be asked to adopt Resolution R32-2024 authorizing the Executive Director, or his designee, to receive and expend \$1,588,501 for supporting the regional homeland security and public safety program at COG. As the Secretariat for the Urban Area Security Initiative for the National Capital Region, COG has been requested by the District of Columbia Homeland Security and Emergency Management Agency to procure a contractor(s) and enter into a contract to staff and support COG’s Department of Homeland Security and Public Safety Program (DHSPS), including salaries and fringe benefits for DHSPS employees, consult services, and other support services expenses. Funding for this effort will be provided through a subgrant from the State Administrative Agent (SAA) for the National Capital Region. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R32-2024.

AGENDA ITEM #7

COORDINATION AND PREPARATIONS FOR THE 2025 PRESIDENTIAL INAUGURATION

[Washingtonpost.com](https://www.washingtonpost.com)

D.C. prepared to handle challenges this election cycle, Bowser says

In the first public meeting with the D.C. Council on election preparedness, D.C. Mayor Muriel E. Bowser expressed confidence in the District's ability to handle the presidential election and its aftermath.

By [Ellie Silverman](#)

October 22, 2024 at 6:00 p.m. EDT

D.C. Mayor Muriel E. Bowser on Tuesday expressed confidence in the District's ability to handle the presidential election and its aftermath in an initial public briefing on preparations, telling the D.C. Council that residents should go about their business in the weeks ahead but "be prepared to be flexible."

Bowser (D) and other city leaders shared detailed plans to [allay the concerns](#) of residents and council members who worry that — no matter the outcome — political chaos could end up on their doorsteps.

While city officials say they are accustomed to managing the distinct responsibilities that come with housing the nation's seat of power, tensions are heightened this election cycle, which follows the [Jan. 6, 2021](#), insurrection and has seen two attempted assassinations of former president [Donald Trump](#).

"The next several months will be very fluid and unpredictable," Assistant City Administrator Chris Rodriguez told the council on Tuesday during a briefing at the Wilson Building. "In many respects, our preparations for 2024 started on January 7, 2021, when we realized that we had to think about security a little bit different."

This time, Bowser successfully requested that the upcoming election certification on Jan. 6 be considered a National Special Security Event, [giving it the same high level of security](#) as an inauguration. She said she expects to see a "much more hardened" U.S. Capitol complex, with additional law enforcement personnel and fencing probably erected from Jan. 6 until Jan. 22, the day following the inauguration.

The District also requested assistance from outside law enforcement to beef up inauguration staffing; will have a communications team to combat election-related disinformation; and has strengthened partnerships with federal agencies to better respond to any potential security threats, officials said.

D.C. Police Chief Pamela A. Smith on Tuesday said close to an additional 4,000 officers from around the country have committed to assist with the inauguration.

"We thought it would be appropriate to try to cast our net very far and wide," Smith said to reporters.

Officials focused on an 11-week window from Election Day to the inauguration and assured council members that they were prepared for any scenario, including combating misinformation, responding to threats and massive crowds, and ensuring the peaceful transfer of power.

In the last two presidential election cycles, the District has seen: the 2021 [insurrection](#); thousands of Trump supporters who refused to accept the results of the 2020 election [marching in through the city](#) in December 2020, including small bands of Proud Boys who roamed downtown looking for a fight; thousands of people rallying against Trump's 2017 inauguration [in protests](#) that left a trail of destruction, including setting a car on fire along K Street and jamming security checkpoints; and hundreds of thousands of women who traveled to the city for [the 2017 Women's March](#) in what is widely considered [the largest single-day protest in American history](#).

"The biggest thing that I would ask people to exercise is patience," Bowser said.

Council members asked about more practical impacts to residents' lives, including possible school closures, impacts to trash pickup and if businesses should board their windows.

D.C. Council member Brooke Pinto (D-Ward 2) asked: "What would you advise people do and businesses do to keep things orderly without going overboard?"

Bowser replied that Nina Albert, the deputy mayor for planning and economic development, will have regular calls with local businesses starting this week — but at this time, she did not see a reason to board windows. She also said she did not expect school closures and offered to speak with council member Charles Allen (D-Ward 6) about the schools in his ward, which includes the Capitol Hill neighborhood, that could be within a restricted security area.

During the meeting, Bowser agreed to weekly briefings with the council on election preparedness and encouraged all business owners and residents to sign up for Alert DC, the city's emergency notification system, to stay informed.

"Every day," Bowser said, "they should be city-smart about their surroundings."

AGENDA ITEM #8

UNDERSTANDING UNION STATION'S ENTITIES AND FUTURE ENHANCEMENTS

[Washingtonpost.com](https://www.washingtonpost.com)

Amtrak just took over Union Station. What does it mean for riders?

After years in court, Amtrak gained control of Union Station on Monday. Here's how it'll affect the station experience.

By [Danny Nguyen](#)

July 29, 2024 at 6:00 a.m. EDT

In Amtrak's vision for Union Station, riders aren't waiting in cramped lines in a tight corridor to board the next train. They're lounging in new seating or leisure areas and enjoying amenities such as revamped restrooms and realigned passenger boarding gates, according to court records.

On Monday, after a years-long court battle to acquire Union Station, Amtrak assumed control of the terminal. Here's what it could mean for travelers.

Why does Amtrak want Union Station?

For years, Amtrak claimed it couldn't pursue these improvements because it didn't have full control of the property. Union Station Investco (USI), operated by real estate investment management company Rexmark, was the primary leaseholder of the terminal. Federally chartered Amtrak, which, with other train lines, runs about 220 trains daily through the station, only subleased the back end of the terminal — the space marked by cerulean tiling and the boarding areas behind it. Amtrak owned the station's platforms and railroad tracks.

"There's been this sort of artificial barrier through the middle of the building which we've been prevented from using ... for the purpose it exists for," said Roger Harris, Amtrak's president. The terminal, he said, should be efficiently routing passengers to their trains.

Rexmark declined to comment for this story, though the company previously expressed concern that Amtrak might de-emphasize Rexmark's efforts to fill vacant retail and food space in the station.

In 2022, Amtrak launched an eminent-domain lawsuit to take full control of Union Station from USI, and in April, a federal judge allowed Amtrak to take over the terminal. The process drew criticism from House Oversight Committee Chairman James Comer (R-Ky.), who launched an investigation into Amtrak's "heavy-handed tactics" to take over Union Station.

What will change at Union Station on Monday?

Not much, or at least not much that will be visible to riders. Amtrak is taking over the day-to-day operations of the station and front of the station, such as janitorial duties and management of the terminal's commercial real estate, and these operations will largely stay the same at first.

Harris suggested the queuing process for Amtrak trains could change immediately, though he didn't specify how it would happen so quickly.

"There are some very basic things that could change on Day 1," Harris said. "The queuing for [Amtrak trains] is very crunched up, and where we might have hundreds of people waiting, we now have more space in which to queue customers."

Harris said Amtrak may reconfigure the terminal so that vacant commercial real estate is moved elsewhere in the station to accommodate the queue space expansion, but the company is still in the process of figuring that out.

How will Union Station change in the months and years ahead?

Amtrak officials have said in court records and congressional testimony that they planned to shift their focus away from a mixed-use retail and transit center and concentrate more on adding customer service stations, restrooms and passenger seating areas. That would include new seating in the [main hall](#), which has become a lucrative event space.

But in a congressional hearing last month, Amtrak CEO Stephen Gardner said the company would focus on both retail and rider amenities, as Amtrak attempts to reach profitability for the first time.

“We believe very much in a successful venture that will drive both commercial revenue so we can reinvest in the facility and also the kind of amenities people want in our train station,” he said. “They want the bookstores. They want to be able to go to the cafe. They want a restaurant, and we want to serve the neighborhood well.”

Amtrak, though, cannot immediately execute these plans. “We have partners at Virginia Railway Express, at MARC, at Washington Metro ... the District of Columbia” and the Union Station Redevelopment Corp., a nonprofit Congress created to preserve, maintain and enhance the station, Harris said. “And we need to work with them.”

Michael Rebibo, founder and managing principal at Rexmark, told The Washington Post [last year](#) that Amtrak’s takeover could undo efforts to attract retail and food businesses to the station. Today, many of the eateries in the terminal’s central corridor are vacant. This month, Rexmark announced Starbucks would return to the station following a dramatic [exit](#) two years ago that the coffee company blamed on local challenges including drug use, chronic homelessness and mental health issues.

How will this affect the redevelopment of Union Station?

Union Station stakeholders, including Amtrak and the Union Station Redevelopment Corp. (which maintains oversight of the station as the federal government’s master leaseholder), have planned a larger modernization project that could cost \$8.8 billion and take 13 years to complete, though there is no clear construction timeline yet. Renderings suggest a wide station atrium with trees and glass walls that let sunlight illuminate the building, as well as revamped tracks and concourses.

“That’s many years off in the distance, but that’s the vision we want to get to,” Harris said. The changes Harris conceptualized — such as the expanded queuing space — are meant to improve the Union Station experience for visitors in the meantime.

Is the legal fight over?

USI isn’t out of the picture yet. Last month, the group filed an appeal to take back Union Station. That case could linger in court for years.

The initial eminent domain case isn't fully settled yet, either. While the judge granted Amtrak authority to manage the station last month, the companies still have to decide on a fair price for Union Station. Amtrak proposed a \$250 million valuation in its lawsuit, which was filed in 2022 during a transportation nadir that USI argued artificially deflated the property's value. USI has countered with a valuation about three times as high. It's unclear how or when Amtrak and USI will settle on a price for the property.

Amtrak not calling all the shots at Union Station after takeover



Amtrak wants to improve the passenger experience at Union Station.
Abdullah Konte / WBJ

By Daniel J. Sernovitz – Senior Staff Reporter, Washington Business Journal
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[Amtrak's](#) takeover of Union Station's commercial leasehold interest could help usher in a new era for the Northeast D.C. transit hub, but that won't happen overnight — and it won't happen without approval of key stakeholders, including the nonprofit that oversees the historic property.

The National Railroad Passenger Corp., as Amtrak is legally known, gained control of the station's commercial leasehold, overseeing individual subleases with dozens of shops and restaurants, at 12:01 a.m. Monday. The change came more than two years after it [moved to acquire the leasehold by eminent domain](#) from a private team led by New York-based real estate management firm Rexmark, and only after [a pair of federal court rulings last week](#) allowed the transfer to proceed over a pending appeal by the Rexmark team.

The rail operator [has said it wants to make some immediate changes](#) to improve the passenger experience, including better queuing for Amtrak passengers. Its president, Roger Harris, told [The Washington Post](#) on Monday he wants to break down the "artificial barrier" that's kept Amtrak from being able to use the station for its intended purpose of efficiently routing of passengers to their trains.

Further out, to that end, Amtrak has indicated it may look to convert some of the space currently designated for restaurants and shops into Amtrak-related uses, but that's not something it can do unilaterally.

That's because the station at 50 Massachusetts Ave. NE is overseen by the Union Station Redevelopment Corp., a federally chartered nonprofit founded in 1983. The USRC [awarded the commercial leasehold in 2007](#) to an affiliate of Ashkenazy Acquisition Corp., spelling out in that document what could be done where within the property.

The Rexmark team [moved in late 2021 to foreclose](#) on Ashkenazy's interest, and it's that stake Amtrak acquired Monday. The rail operator will need to restructure its lease terms with the USRC in order to convert retail or restaurant spaces into other uses, according to a representative for the USRC.

"As this commercial sublease transfers to Amtrak, Union Station Redevelopment Corporation (USRC) remains the master leaseholder of the station serving as landlord for all tenant spaces, including Amtrak, and maintains its role to represent the best interests of the station, as mandated by Congress," the USRC said in a statement. "In this capacity, we will continue to oversee and collaborate with Amtrak to identify and implement capital improvements that enhance the experience for all station users."

Representatives for the rail operator could not be reached for comment.

Amtrak and the USRC have been engaged in discussions leading up to Monday's transition about those potential changes, though it could take months to hash out the terms of a restructured lease, according to the USRC.

The USRC is also planning more than \$100 million in capital improvements to the station's physical space. In addition to that work, it's also serving as the lead agency in [an \\$8.8 billion overhaul and expansion](#) expected to substantially impact ridership, not just for Amtrak, but for all the rail operators passing through Union Station, also serviced by MARC, VRE and Metro.

U.S. District Court Judge Amit Mehta ruled in April that Amtrak had acted fairly when it exercised its quick-take rights to advance ridership at the station. The Rexmark team has challenged Mehta's ruling. The U.S. Court of Appeals for the D.C. Circuit has not yet ruled on that appeal, but on Friday, it rejected a request to halt the takeover pending that appeal. Also still pending before Mehta is just compensation for the leasehold. Amtrak put up \$250 million, but the Rexmark team has said that amount undervalued the stake.

Union Station redevelopment has a new path forward



A look into the train hall of Union Station after its \$8.8 billion renovation.
U.S. Federal Railroad Administration

By Daniel J. Sernovitz – Senior Staff Reporter, Washington Business Journal
May 8, 2024 Updated May 8, 2024 9:24am EDT

A nonprofit group focused on public infrastructure projects has completed a yearlong study meant to streamline a major overhaul of D.C.'s Union Station, an \$8.8 billion project that's been nearly a decade in the works and in March cleared a major regulatory hurdle.

InfrastructureDC, an offshoot of the Federal City Council chaired by former D.C. Mayor Tony Williams, on Wednesday released the Union Station Project Delivery and Governance Study. The report comes nearly two years after the D.C. Council, in a budget support act, authorized the D.C. Office of Planning to award a \$1 million grant to InfrastructureDC to study the best path forward for the project given the multitude of local, regional and federal entities involved in the station's expansion.

The 125-page report determined the Union Station Redevelopment Corp., the congressionally created entity that oversees the historic rail station in Northeast D.C., should take the helm in leading the project, which is only at a 10% level of design and is expected to take 13 years to complete (see renderings in gallery below). The USRC's role, working in collaboration with rail operator [Amtrak](https://www.amtrak.com) and the District, was one of 54 recommendations included in the study, with others dealing with project governance, funding and delivery.



An aerial view of Akridge's planned Burnham Place development, along H Street. Expand to read more Akridge, Shalom Baranes Associates

On the surface, the study might seem like yet another document to gather dust along the path toward another costly federal infrastructure project, but not so says Doug Carr, USRC's CEO since June 2022. Carr told me in an interview he's already taken steps to build out the team and implement some of the study's findings, and he believes it will be a roadmap toward unlocking the rail station's true potential.

"We look at this study as another element for us to build momentum and assess how to best deliver modernization and transformation of Union Station," he said.

The study is the next step in a complex process for federally backed projects. In March, the [Federal Railroad Administration completed its final environmental impact statement](#), a 650-page analysis of the proposed revitalization, which would sit at the center of a 3-million-square-foot mixed-use development to be built atop the station's tracks.

The project will require extensive support from interest groups and neighboring jurisdictions, including Maryland and Virginia, which will need to work with the USRC and Amtrak to apply for grant programs, seek congressional support and leverage other federal funding programs.

The study's release comes a month after [a federal judge issued a key ruling](#) regarding Union Station's commercial space. Judge Amit Mehta, in an opinion issued April 17, found Amtrak acted within its rights when it moved about two years ago to take by eminent domain a lease the USRC had awarded back in 2007 to a New York-based firm overseeing Union Station's retail and restaurant spaces.

Amtrak, which [wants to take control of the station's commercial space as soon as June 1](#), has said it wants to put [more focus on the station's role as a transit hub](#) and less as an indoor shopping mall. Carr said it's important to strike a careful balance. Improved and expanded rail ridership will draw

more people to the station, and that will drive more revenue to what shops and restaurants are there. A strong commercial presence, in turn, should help support the rail station's ongoing funding needs.

"We are at a moment in time where there is the need for significant reinvestment into the station," he said. "Funding that reinvestment will come from various sources including retail. When the station is a more vibrant space, our operators do better, and when our operators do better, it is a more vibrant space."

AGENDA ITEM #9

OTHER BUSINESS

AGENDA ITEM #10

ADJOURN