



BOARD OF DIRECTORS

Wednesday, October 13, 2021

12:00 P.M. - 2:00 P.M.

WebEx Virtual Meeting (provided to members only by email)

Video livestream available to public on COG website

AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER**
Robert C. White, Jr., COG Board Chair
 - 2. CHAIRMAN'S REPORT**
Robert C. White, Jr., COG Board Chair
- 12:05 P.M.**
- 3. EXECUTIVE DIRECTOR'S REPORT**
Chuck Bean, COG Executive Director
 - 4. AMENDMENTS TO THE AGENDA**
Robert C. White, Jr., COG Board Chair
- 12:15 P.M.**
- 5. APPROVAL OF THE MINUTES FROM SEPTEMBER 8, 2021**
Robert C. White, Jr., COG Board Chair
Recommended Action: Approve minutes.
 - 6. ADOPTION OF CONSENT AGENDA ITEMS**
Robert C. White, Jr., COG Board Chair
 - A. Resolution R36-2021 – Resolution approving appointments to the COG 2022 Nominating Committee
 - B. Resolution R37-2021 – Resolution approving appointments to the COG 2022 Legislative Committee
 - C. Resolution R38-2021 – Resolution authorizing COG to receive a grant to fund the operation of a portion of COG's Department of Homeland Security and Public Safety (DHSPS) related to improving homeland security in the National Capital Region
 - D. Resolution R39-2021 – Resolution authorizing COG to receive and expend Federal Transit Administration (FTA) grant funds
 - E. Resolution R40-2021 – Resolution authorizing COG to receive and expend state planning and research funds for Highway Performance Monitoring Systems (HPMS) traffic monitoring activities
 - F. Resolution R41-2021 – Resolution endorsing revisions to the COG Procurement Policy

- G. Resolution R42-2021 – Resolution authorizing COG to receive a grant from the District of Columbia Homeland Security and Emergency Management Agency (HSEMA), to procure and enter into a contract to conduct a microgrid feasibility assessment for critical infrastructure in the District of Columbia
- H. Resolution R43-2021 – Resolution authorizing the Five-Year Capital Expenditure Plan for FY2022 - FY2026 and FY2022 Capital Expenditure Budget
- I. Resolution R44-2021 – Resolution authorizing COG to receive a grant, procure and enter into a contract to assist the District of Columbia with green stormwater infrastructure maintenance

Recommended Action: Adopt Resolutions R36-2021 – R44-2021.

12:20 P.M.

7. CLIMATE AND ENERGY LEADERSHIP AWARDS

*Deni Tavares, COG Climate, Energy, and Environment Policy Committee Chair
Tara Failey, COG Air and Climate Public Advisory Committee Vice Chair*

This awards program recognizes public agencies, educational institutions, non-profit organizations, and private businesses for their efforts to achieve local and regional climate and energy goals.

Recommended Action: Receive briefing.

12:30 P.M.

8. ESTABLISHING A REGIONAL FOOD SECURITY WORK PROGRAM AND COMMITTEE

Chuck Bean, COG Executive Director

Following consensus at the COG Leadership Retreat, the board will consider making the Food and Agriculture Regional Member (FARM) Ad-Hoc Committee a standing policy committee and establishing a regional food security work program and regional fund.

Recommended Action: Receive briefing and adopt Resolution R35-2021.

12:40 P.M.

9. FY2023 MEMBER DUES RECOMMENDATION

*Chuck Bean, COG Executive Director
Julie Mussog, COG Chief Financial Officer*

The board will be briefed on the proposal for the Fiscal Year 2023 Member Dues and Regional Fees.

Recommended Action: Receive briefing and Adopt Resolution R45-2021.

12:55 P.M.

10. OPTIMIZING HIGH-CAPACITY TRANSIT STATIONS (HCTS) AND ELEVATING EQUITY EMPHASIS AREAS (EEAS)

*Christian Dorsey, COG Board Vice Chair
Chuck Bean, COG Executive Director
Kanti Srikanth, COG Deputy Executive Director of Metropolitan Planning*

The board will vote to adopt regional priorities for optimizing land use around High-Capacity Transit Station Areas and elevating Equity Emphasis Areas throughout all of COG’s planning.

Recommended Action: Adopt Resolutions R46-2021 and R47-2021.

1:10 P.M. 11. HOUSING AFFORDABILITY PLANNING GRANTS PROGRAM (NEW)

Chuck Bean, Executive Director

Catherine Buell, Amazon Housing Equity Fund Director

The board will be briefed on a new COG initiative designed to assist local jurisdictions, via grants of up to \$75,000, with technical assistance for studies or analyses that have strong potential to create greater housing opportunities near transit and accessible to those with lower incomes. This program is modeled after other COG grant programs, such as the Transportation Land Use Connections (TLC) Program. COG staff seek board authorization to receive funding to start this new grant program intended to advance efforts toward COG's regional housing targets.

Recommended Action: Receive briefing and Adopt Resolution R48-2021.

1:30 P.M. 12. REGIONAL CRIME REPORT

Chief Russell Hamill, COG Police Chiefs Committee Chair

The COG Police Chiefs Committee and the Police Investigative Commanders Subcommittee annually collect and analyze selected crime statistics for metropolitan Washington. This information is valuable to law enforcement and policy officials to establish local and regional crime control initiatives. The board will be briefed on the most recent report of crime trends.

Recommended Action: Receive briefing.

1:55 P.M. 13. OTHER BUSINESS

2:00 P.M. 14. ADJOURN

The next COG Board of Directors meeting is scheduled for November 10, 2021.

AGENDA ITEM #2

CHAIRMAN'S REPORT



2021 COG ANNUAL MEETING AND AWARDS PROGRAM

Please join us as we bring together elected officials, government executives, and business and nonprofit leaders to reflect on and celebrate the partnerships and collaboration that help us build a better region.

Nominate your peers and partner organizations today for one of COG's prestigious awards: the Elizabeth and David Scull Metropolitan Public Service Award (for elected officials), the Ronald F. Kirby Award for Collaborative Leadership (for government executives), and the Partnership Award (for non-governmental organizations and individuals), which will be presented in the memory of former Deputy Executive Director Stuart Freudberg starting this year.

The deadline to submit a nomination is Friday, October 15, 2021.

Wednesday, December 8, 2021
12:00 P.M. - 2:00 P.M.

The Renaissance Washington, D.C. Downtown Hotel
999 9th Street NW
Washington, D.C. 20001

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – October 2021
DATE: October 6, 2021

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its September meeting, the TPB approved projects for funding through its new Transit Within Reach Program, received a briefing on its forthcoming climate change mitigation study (which is identifying potential pathways within the transportation sector to meet the region's goals for reducing greenhouse gas emissions), and received briefings on planning principles and tools for advancing the development of transit-oriented communities.

Climate, Energy, and Environment Policy Committee (CEEPC) – In September, CEEPC approved a joint letter, with TPB and MWAQC, supporting the proposed rule to revise existing national greenhouse gas standards for passenger cars and light trucks to be more stringent. The committee also discussed transportation electrification and members learned about efforts from the U.S. Department of Energy, District of Columbia, and other local transit agencies.

Chesapeake Bay and Water Resources Policy Committee (CBPC) – At the 10th Annual CBPC Bay & Water Quality Forum in September, federal and state officials stressed the importance of partnership with local leaders while outlining plans to leverage newly available funding to support Bay restoration efforts, address climate change, and prioritize equity within water quality programs.

Human Services Policy Committee (HSPC) – In September, HSPC heard from a panel of health and mental health experts discussing how to combat stigma to promote access to mental health services. Experts shared both their personal and professional experiences with mental health and discussed the challenges communities of color face in addressing mental health needs.



TPB APPROVES TRANSIT WITHIN REACH PROJECTS

The TPB awarded over \$240,000 in technical assistance funding to three local projects that will improve biking and walking to transit and support the regional focus on transit-oriented communities. The new program will provide consultant services for design and preliminary engineering for projects.

[Learn more about the projects](#)

OUTREACH & PROGRAM HIGHLIGHTS

COG presentations – In September, COG Executive Director Chuck Bean briefed this year’s Leadership Greater Washington cohort on COG’s work and current focus on transit-oriented communities. Deputy Executive Director for Metropolitan Planning Kanti Srikanth briefed Connected DMV on Equity Emphasis Areas. Climate, Energy, and Air Program Director Jeffrey King and Senior Environmental Planner Maia Davis briefed the Loudoun County Board of Supervisors on climate and energy standings for Loudoun County and the region.

Car Free Day – COG’s Commuter Connections promoted Car Free Day, an annual event that encourages drivers to find more environmentally and health-friendly ways to travel. This year’s event was celebrated on Wednesday, September 22.

Regional Travel Survey – The TPB’s household travel survey, the Regional Travel Survey (RTS), collected detailed demographic and travel behavior information from about 16,000 randomly selected area households. Staff took a deeper dive in the RTS results and conducted an in-depth analysis based on questions collected from local governments and transit agencies.

[Read the Analysis](#)

MEDIA HIGHLIGHTS

D.C.-area leaders consider prioritizing equity in transportation and land use planning – WaPo story featured latest regional planning work on transit and equity discussed during the September TPB meeting—TPB Chair Charles Allen, and COG’s Chuck Bean and Kanti Srikanth quoted.

[The Washington Post](#)

Loudoun Supervisors Launch Energy Strategy Talks – COG’s Jeffrey King and Maia Davis updated the Loudoun County Board of Supervisors on current local and regional energy efforts.

[Loudoun Now](#)



RACIAL EQUITY LEARNING COHORT CONTINUES
COG, in partnership with Race Forward’s Government Alliance on Race and Equity (GARE), is convening more than 120 managers and staff from 11 jurisdictions, plus a COG staff team, who will participate in a yearlong racial equity education program. (photo from previous cohort)

[Read the news highlight](#)

AGENDA ITEM #4

AMENDMENTS TO THE AGENDA

AGENDA ITEM #5

APPROVAL OF THE MINUTES

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

**MINUTES
COG Board of Directors Meeting
September 8, 2021**

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Chuck Bean, COG Executive Director
Dr. Patrick Eteme, D.C. Health Infectious Diseases Epidemiologist
Nuria Fernandez, Federal Transit Administration Administrator
Phyllis Randall, HCTs/EEAs Task Force Chair
Kanti Srikanth, COG Deputy Executive Director of Metropolitan Planning
Jon Stehle, COG FARM Committee Vice Chair

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chair Robert C. White, Jr. called the meeting to order at 12:00 P.M. and led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT

- A. Remembrance of September 11, 2001
- B. COG's 2021 Annual Meeting and Awards
- C. COG Podcast
- D. TPB Roadway Safety Awards

3. EXECUTIVE DIRECTOR'S REPORT

COG Executive Director Chuck Bean called on several COG staff members to provide updates on various programs and initiatives. Principal Health Planner Jennifer Schitter updated the board on interstate tools to facilitate information sharing in the health sector. Housing Program Manager Hilary Chapman briefed the board on COG's Homeless Services Committee Regional Racial Equity Systems Analysis. Government Relation Manager Monica Beyrouiti Nunez briefed the board on the Regional Racial Equity Learning Cohort, a partnership with the Government Alliance on Race and Equity (GARE). Lastly, IT Director Lionel Bernard provided an update on COG's security infrastructure.

4. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

5. APPROVAL OF MINUTES

The minutes from the June 9, 2021 board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R31-2021 – Resolution authorizing COG to procure and enter into a contract to provide the Maryland Emergency Management Agency with support to enhance the state's cybersecurity and cyber preparedness programs.
- B. Resolution R32-2021 – Resolution authorizing COG to procure and enter into a contract to provide the District of Columbia Homeland Security and Emergency Management Agency with performance data collection and analysis for the district's emergency management strategy.

- C. Resolution R33-2021 – Resolution authorizing COG to procure and enter into a contract for strategic alignment and consulting support for the District of Columbia’s gun violence prevention office – Building Blocks DC.
- D. Resolution R34-2021 – Resolution authorizing the amendment of Metropolitan Washington Council of Governments Pension Plan.

ACTION: Approved Resolutions R31-2021 – R34-2021.

7. BRIEFING FROM FEDERAL TRANSIT ADMINISTRATION (FTA) ADMINISTRATOR FERNANDEZ

FTA Administrator Nuria Fernandez briefed the board on the current priorities of the administration and how those align with COG and the Transportation Planning Board’s (TPB) goals for the future, including maximizing the region’s investment in transit and prioritizing equity in planning to ensure greater prosperity for all residents.

ACTION: Received briefing.

8. COG LEADERSHIP RETREAT OUTCOMES AND NEXT STEPS: PRIORITIZING HIGH-CAPACITY TRANSIT STATIONS (HCTS) AND EQUITY EMPHASIS AREAS (EEAS)

HCTs/EEAs Task Force Chair Phyllis Randall, COG Executive Director Chuck Bean, and COG Deputy Executive Director of Metropolitan Planning Kanti Srikanth briefed the board on the work of the HCTs/EEAs Task Force to reach consensus on optimizing land use around High-Capacity Transit Station Areas and elevating Equity Emphasis Areas throughout all of COG’s planning and reviewed drafted resolutions of endorsement to be considered at the October board meeting.

ACTION: Received briefing.

9. COVID 19: SITUATIONAL UPDATE

D.C. Health Infectious Diseases Epidemiologist Dr. Patrick Eteme briefed the board on the status of COVID-19 cases in the region, the virus’ variant challenges, and regional collaboration.

ACTION: Received briefing.

10. ESTABLISHING A REGIONAL FOOD SECURITY WORK PROGRAM AND COMMITTEE

COG FARM Committee Vice Chair Jon Stehle briefed the board on how the COVID-19 pandemic has emphasized food insecurity in the region and presented a resolution making the Food and Agriculture Regional Member (FARM) Ad-Hoc Committee a standing policy committee and establishing a regional food security work program and regional fund.

ACTION: Received briefing and moved to table the item until the October board meeting.

11. OTHER BUSINESS

There was no other business.

12. ADJOURN

Upon motion duly made and seconded, the meeting was adjourned at 1:54 P.M.

September 8, 2021 Attendance

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

Y = Present, voting

(P) = Present as Alternate in addition to Primary

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

**ADOPTION OF CONSENT AGENDA ITEMS
October 2021**

A. RESOLUTION APPROVING APPOINTMENTS TO THE COG 2022 NOMINATING COMMITTEE

The board will be asked to adopt Resolution R36-2021 approving the appointments to the 2022 Nominating Committee. The Nominating Committee is appointed annually with the task of nominating the three members of the executive committee of the Board of Directors and the four corporate officers. The Nominating Committee is comprised of seven members, balanced geographically among the District of Columbia, the State of Maryland, the Commonwealth of Virginia, and chaired by the current COG Board Chairman. If a member of the appointed Nominating Committee is unable to serve throughout the tenure of the committee, the COG Board Chairman will appoint an alternate member. Recommended individuals to serve on the 2022 Nominating Committee are as follows: Robert C. White, Jr., District of Columbia (Committee Chair), Phil Mendelson, District of Columbia, Sydney Harrison, Prince George's County, Michael O'Connor, City of Frederick, Bridget Newton, City of Rockville, Justin Wilson, City of Alexandria, and Juli Briskman, Loudoun County.

RECOMMENDED ACTION: Adopt Resolution R36-2021.

B. RESOLUTION APPROVING APPOINTMENTS TO THE COG 2022 LEGISLATIVE COMMITTEE

The board will be asked to adopt Resolution R37-2021 authorizing the appointments to the 2022 Legislative Committee. The Legislative Committee is appointed annually with the task of reviewing and proposing an advocacy platform that outlines the region's federal and state policy priorities for the calendar year. The Legislative Committee is comprised of individuals from each of COG's policy committees and boards. Recommended individuals to serve on the 2022 Legislative Committee are as follows: Christian Dorsey, COG Board of Directors (Committee Chair), Reuben Collins, Transportation Planning Board, Robert Day, Metropolitan Washington Air Quality Committee, Deni Taveras, Climate, Energy, and Environment Policy Committee, Amy Jackson, Chesapeake Bay and Water Resources Committee, Andrea Bailey, Human Services Policy Committee, Will Jawando, Region Forward Coalition, Mary Cheh, Food and Agriculture Regional Member Policy Committee.

RECOMMENDED ACTION: Adopt Resolution R37-2021.

C. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT TO FUND THE OPERATION OF A PORTION OF COG'S DEPARTMENT OF HOMELAND SECURITY AND PUBLIC SAFETY RELATED TO IMPROVING HOMELAND SECURITY IN THE NATIONAL CAPITAL REGION

The board will be asked to adopt Resolution R38-2021 authorizing the Executive Director, or his designee, to receive and expend grant funds from DC Homeland Security and Emergency Management Agency (HSEMA) in the amount of \$1,534,580 for October 1, 2021 through September 30, 2022. The project will support the region's homeland security program and provide decision-makers with the tools needed to make decisions regarding emergency prevention, preparedness, and response. Within this project period, COG will coordinate the FY2022 Urban Areas Security Initiative (UASI) process, support the Regional Emergency Support Functions and Regional Programmatic Working Groups and other relevant committees, conduct research and analysis to develop decision-support materials, and continue to support the Homeland Security Executive Committee (HSEC) and the HSEC Advisory Council. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R38-2021.

D. RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND FEDERAL TRANSIT ADMINISTRATION (FTA) GRANT FUNDS

The board will be asked to adopt Resolution R39-2021 authorizing the Executive Director, or his designee, to receive and expend Federal Transit Administration (FTA) grant funds from the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program in the approximate amount of \$6.3 million for the region. The National Capital Region Transportation Planning Board (TPB), with COG acting as an administrative agent, is the designated recipient for Enhanced Mobility for the Washington, DC-VA-MD Urbanized Area. The program provides funding for transportation for people with disabilities and older adults who have difficulty using public transportation. Eligible subrecipients are non-profit organizations, local governments, transit agencies, and private for-profit providers. TPB conducts solicitations every two years. The Federal dollars require a subrecipient match of 20 or 50 percent, depending on the type of project. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R39-2021.

E. RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND STATE PLANNING AND RESEARCH FUNDS FOR HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS) TRAFFIC MONITORING ACTIVITIES

The board will be asked to adopt Resolution R40-2021 authorizing the Executive Director, or his designee, to receive and expend state planning and research funds from the District of Columbia in the amount of \$245,000. This funding will be used to support the special project, Highway Performance Monitoring Systems (HPMS) Traffic Monitoring Activities. It will support staff work and fund a contract for travel monitoring. The resolution also authorizes the Executive Director, or his designee, to enter the first option year for a contract for on-call travel monitoring program support in the amount of \$120,000. The contractor will perform a core task consisting of roadway traffic counts to fulfill the federal reporting requirements for the Highway Performance Monitoring System for the District of Columbia. No COG matching funds are required. The Department of Transportation Planning periodically needs various traffic monitoring studies to be conducted and optional tasks may also be issued with this contract as part of the Transportation Planning Board's Unified Planning Work Program.

RECOMMENDED ACTION: Adopt Resolution R40-2021.

F. RESOLUTION ENDORSING REVISIONS TO THE COG PROCUREMENT POLICY

The board will be asked to adopt Resolution R41-2021 approving the proposed revisions to the COG Procurement Policy. The revisions, reviewed and approved by the COG Budget and Finance Committee, update COG procurement practices to reflect updated practices and processes. The board directs its Executive Director, or his designee, to notify the COG Chief Financial Officer of the updated policy.

RECOMMENDED ACTION: Review attached memo and proposed revisions and adopt Resolution R41-2021.

G. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT FROM THE DISTRICT OF COLUMBIA HOMELAND SECURITY AND EMERGENCY MANAGEMENT AGENCY (HSEMA), TO PROCURE AND ENTER INTO A CONTRACT TO CONDUCT MICROGRID FEASIBILITY ASSESSMENT FOR CRITICAL INFRASTRUCTURE IN THE DISTRICT OF COLUMBIA

The board will be asked to adopt Resolution R42-2021 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency (DC HSEMA) in the amount of \$120,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to conduct an engineering conceptual design and feasibility study and cost benefit assessment. COG will be required to provide a match of \$38,206, which is available in the budget of the Department of Environmental Programs.

RECOMMENDED ACTION: Adopt Resolution R42-2021.

H. RESOLUTION AUTHORIZING THE FIVE-YEAR CAPITAL EXPENDITURE PLAN FOR FY2022 - FY2026 AND FY2022 CAPITAL EXPENDITURE BUDGET

The board will be asked to adopt Resolution R43-2021 approving the Five-Year Capital Expenditure Plan for FY2022 – FY2026 and FY2022 Capital Expenditure Budget. The COG Budget and Finance Committee have reviewed the proposed FY2022 Budget and Five-Year Capital Expenditure Plan and recommend approval.

RECOMMENDED ACTION: Review attached memo and proposed plan and adopt Resolution R43-2021.

I. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO ASSIST THE DISTRICT WITH GREEN STORMWATER INFRASTRUCTURE MAINTENANCE

The board will be asked to adopt Resolution R44-2021 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Department of Energy and Environment (DOEE) in the amount not to exceed \$6,000,000. The resolution also authorizes the Executive Director, or his designee, to assist the DOEE implement a Green Stormwater Infrastructure (GSI) maintenance program by entering into a contract with SMC, LLC to evaluate current GSI facilities and perform maintenance procedures to conform to District's Stormwater Management Guidebook maintenance criteria. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R44-2021.

MEMORANDUM

TO: Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: COG Procurement Policy – Revisions and Information Updates
DATE: October 6, 2021

This transmission memo provides:

- information on several proposed changes to COG's Procurement Policy for the improvement and streamlining of administrative work related to the acquisition of goods and services. These changes have been recommended by the Budget and Finance Committee for COG Board approval;
- a summary of COG's Disadvantaged Business Enterprise (DBE) and efforts to engage disadvantaged and minority owned businesses in opportunities to provide goods and services procured by COG. These efforts are consistent with COG's overarching objective to ensure racial equity considerations are reflected in our procurement practices;
- information on several actions COG will undertake in the next six months to further enhance opportunities for disadvantaged, minority contractors who wish to provide goods and services to COG and its member jurisdictions through COG's purchasing programs.

PROPOSED REVISIONS TO CURRENT PROCUREMENT POLICY (FOR BOARD CONSIDERATION ON OCTOBER 13, 2021)

During the October 13 meeting of the COG Board of Directors, the Board will be asked to consider several changes to existing procurement policies (proposed revisions enumerated by page number attached in "6C"; the current Procurement Policy is [here](#)). These changes, if enacted, will:

- Establish the authority of the Executive Director to delegate limited purchasing approval responsibility to the Chief Financial Officer (CFO);
- Permit the CFO to sign small purchases with values of \$25,000 or less;
- Permit renewal clauses exercised as part of a contract previously authorized and budgeted by the Board to proceed without additional Board approval;
- Permit formal negotiations with a single vendor;
- Permit the use of Master Contracts to allow awards to multiple vendors for the performance of tasks under a single solicitation provided vendors have been previously qualified;
- Permit the CFO as the authorized signature for Task Orders of \$100,000 or less provided the Task Order is part of a Master Contract previously authorized by the Board of Directors;
- Stipulate that all Contract signatures for contracts with value in excess of \$25,000 shall be signed by the Executive Director or their designee;
- Permits the Purchasing Manager to issue a conditional Notice to Proceed where emergency conditions warrant or to avoid unreasonable delays in contract execution.

These proposed changes to existing policy were reviewed by the Board's Budget and Finance Committee on October 1, 2021 and are being presented with that Committee's recommendation for approval to the Board of Directors on October 13.

BACKGROUND ON COG'S DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

As part of the Budget & Finance Committee's review, COG Vice Chair Stewart (Takoma Park) sought information on COG's procurement practices in support of racial equity and COG's efforts to enhance opportunities for minority owned businesses through our procurement policies and practices. I would characterize COG staff as continually seeking opportunities to improve equity, access and opportunity for all businesses seeking to serve our organization through our Disadvantaged Business Enterprise (DBE) Program, and recognize that there remains work to be accomplished to further expand and make available opportunities to minority and disadvantaged vendors. Some background below, and will conclude this memorandum, with additional actions to be taken.

The following link <https://www.mwcog.org/purchasing-and-bids/dbe-policy/> provides information on COG's Disadvantaged Business Enterprise (DBE) program designed to ensure disadvantaged, minority individuals with access and consideration when COG goods and services are procured in the marketplace. This program has been in place since approximately 2013.

Some key elements of the program are as follows:

- a) COG operates a "DBE" program rather than a Minority/Women-owned Business Enterprise (M/WBE) in order to align with the requirements of the Federal Transit Authority (FTA) and Federal Highways Authority (FHWA) both of which provide significant grant funding for the program operations of COG;
- b) For selection scoring of Request for Proposals (RFP), Request for Qualifications (RFQ), and Indefinite Delivery/Indefinite Quantity (IDIQ) solicitations, COG awards points (up to 15 percent of total) for DBE participation;
- c) COG's Vendor Registration System (VRS) provides information on procurement solicitation offered by COG, its member jurisdictions and associated Regional Councils (i.e. Baltimore Metropolitan Council). DBE certified businesses are specifically highlighted by COG and if the DBE business elects, they may receive a listing of procurement opportunities tailored to their area of expertise;
- d) As a condition of our agreements with FTA and FHWA, COG is required to establish goals for DBE participation every three years. Results of our DBE efforts are reported to FTA and FHWA at least annually;
- e) To better facilitate tracking and reporting of our DBE related procurements, COG is beginning to implement a software product that will provide automated reporting on a monthly basis to assess DBE activity. This system is currently in the "test" phase and is expected to be fully implemented before the end of FY22;
- f) COG staff routinely participate in outreach efforts to minority groups promoting registration for the VRS system. Past engagements include the Asian and Black Chambers of Commerce

events, “Meet the Primes” event in Baltimore, and Prince George’s County vendor outreach events. COG Procurement staff is seeking additional outreach opportunities specific to the Latinx community.

ADDITIONAL EFFORTS TO BE TAKEN IN SUPPORT OF ACHIEVING EQUITY IN PROCUREMENT PRACTICES

COG staff are committed to expand opportunities for disadvantaged businesses wishing to work with COG and our member jurisdictions. To further enhance our efforts, the following actions will be taken:

- 1) COG will engage the Chief Equity Officers Committee in discussion of procurement policies seeking to learn of best practices in DBE procurement and receive their guidance on how to improve COG’s program;
- 2) Similarly, COG will facilitate connections between our Chief Equity Officers Committee and other relevant committees of COG including the Chief Procurement Officers Committee, to share information, learn of DBE and M/WBE efforts of our member jurisdictions, and generally focus attention on the issue of equity in procurement of goods and services;
- 3) COG staff will work to expand outreach efforts to the minority business community by connecting with organizations who can facilitate improved communication of procurement opportunities to their membership. COG will also expand our own communication efforts through use of social media and other venues managed by the COG Office of Communication;
- 4) COG will share both DBE goals and updates with the Board of Directors in a timeframe consistent with our reporting of information to our federal grantors (FHWA, FTA). COG will annually brief the Board on the status of our overall efforts to expand disadvantaged business contracting, provide supporting data garnered from our DBE tracking system, and highlight any policy revisions requiring Board action that would further benefit our efforts to promote equity in procurement.

As always, I am pleased to discuss this issue and provide any additional information necessary.



Summary of Key Procurement Policy Changes October 13, 2021

The current Purchasing Policy is available [here](#) on the COG website.

- Approval of small purchases - Contracts and agreements valued at \$25,000 or under can be signed by the CFO or a staff member delegated by them to do so. *(Change of process - Allows CFO or designee to sign off on small contracts)* [p. 7 Section 1.5.1.2]
- Necessary approvals - On contracts with renewal clauses previously approved by the Board no additional Consent Agenda approval is required when the renewal option is exercised, and funds have been budgeted. *(Clarifies need for Consent Agenda approval on contract renewals)* [p. 9 Section 1.5.3.2]
- Discussion and negotiation (formal solicitations) - allows negotiation with only one vendor *(Change - previously allowed negotiations only with two or more)* [p. 12 Section 1.5.3.2]
- Master Award - Some COG solicitations, typically RFQ's, are done on the basis of qualifying contractor(s) for a further procurement based on an IDIQ task order process. The resulting task orders will be issued to all the qualified vendors and they will be asked to provide a proposal for the task order which will be scored along the same lines as a typical RFP. Contracts resulting from a Master Award are to be known as Master Contracts and can be awarded to more than one contractor for the same solicitation. *(Added – this adds the practice of allowing for master contracts. This practice has increased in the past 5 years.)* [p. 14 Section 2.2.3.9]
- Task Order awards signatures- “Task Order Awards,” that are a result of a Master IDIQ Contract (which has been approved previously via Consent Agenda) that are less than \$100,000 can be signed by the CFO or their designee. *(Added – This streamlines and simplifies the master contracting process and project management.)* [p. 31 Section 4.5]
- Contract signatures - All contracts in excess of \$25,000 shall be signed by the Executive Director or their designee. Contracts \$25,000 or less shall be signed by the CFO or their designee. [p. 35]
- Notice to Proceed - In certain emergency situations a conditional Notice to Proceed may be issued by the Purchasing Manager in the event of unforeseen delays in the execution of a contract. *(Added to allow this practice in special situations where the contract executed might be delayed but is in process and is certain to be fully executed.)* [p. 34 Section 7.2.2]

Below is a complete index of proposed changes:

1. Page 7 added...” Contracts and agreements valued at \$25,000 or under can be signed by the CFO or a staff member delegated by them to do so.”
2. Page 8 added...” or sole proprietor”
3. Page 9 added...” On contracts with renewal clauses previously approved by the Board no additional Consent Agenda approval is required when the renewal option is exercised, and funds have been budgeted.”
4. Page 10 added...” Lowest responsible quotation must be accepted.”
5. Page 12 changed...” “COG shall engage in individual discussions with qualified offeror(s) deemed fully qualified, responsible, and suitable on the basis of their initial responses. The

offeror(s) shall be encouraged to elaborate on their qualifications, performance data or staff expertise, and other matters relevant to the evaluation criteria specified in the solicitation.”

Note – allows for negotiation with one of more qualified contractors removing the requirement that there be two or more.

6. Page 13 added... “Notwithstanding the foregoing, if the terms and conditions for multiple awards have been included in the solicitation, then COG may award contracts to more than one offeror.”
7. Page 14 changed... “The debriefing is at COG’s option based on available staff time and resources.
8. Page 14 added... “During the debriefing, the offeror may request information and discuss its proposal with the Manager or other COG staff whom the Manager requests to attend the debriefing; however, such information shall not include the other proposals, proposed prices, or rankings of other offerors.” *Note – gives COG the option of doing debriefs based on available staffing.*
9. Page 14 - Master Award - Some COG solicitations, typically RFQ’s, are done on the basis of qualifying contractor(s) for a further procurement based on an IDIQ task order process. The resulting task orders will be issued to all the qualified vendors and they will be asked to provide a proposal for the task order which will be scored along the same lines as a typical RFP. *(Added – this adds the practice of allowing for master contracts. This practice has increased in the past 5 years.)* [p. 14 Section 2.2.3.9]
10. Page 17 added... “The published Notice of Award shall contain the bid tabulation including price and ranking of bidders on the COG website.”
11. Page 18 added... “The formal procurements will be published on the COG and Mid-Atlantic Purchasing Team (MAPT) websites. The MAPT vendor registration system will allow vendors to register to be notified in their category of procurement.”
12. In addition, after award COG will publish the results of solicitations on the COG website in the following manner:
 - Formal Sealed Bid – bid tabulation and award
 - Formal Proposal – award and list of proposers
13. On Request for Proposal’s or Qualifications the submissions will not be released to the public and no “tabulation” is created for these types of solicitations. Scoresheets with ranking of proposal submissions will not be released.”
14. Page 19 deleted as redundant... “Example 3...”
15. and added... “may lead, ...”
16. and added... “COG, when leading cooperative procurements is permitted to collect a fee based on a percentage of gross sales or some other method determined in advance of the procurement.”
17. and added... “These procurements, however, will permit contract riding by other jurisdictions and may allow COG to collect a fee based on the gross sales of any resulting contract rider. “
18. Page 22 added... “NOTE: Typically, sole source contracts cannot contain a rider clause because riding contracts requires a competitive solicitation process.”
19. and added... “These types of procurements require the Sole Source/Rider Request Form to be filled out and approved in advance by the Project Manager and the Purchasing Manager. See form on COG’s intranet.”
20. Page 22-24 deleted as redundant

21. Page 27 added... “Contracts and Purchasing Office staff shall review the submissions and determine if the submitter has provided all requested and required documents in their proposal/bid. If they fail to provide all needed information, they may be deemed not responsive and disqualified.”
22. Page 28 added... “In summary, said policy allows awarding points on proposals only for federally or state certified DBE’s, and no other more limited certification programs such as Minority Business Enterprise (MBE) Small Business, (SBE) Women, and Minority (SWAM) and other certifications.”
23. and added... “See also Technical Selection Committee Guidelines document on COG’s Intranet.”
24. Page 30 added... “...Purchase Card Policy....”
25. And added... “The Purchase Order can also be used in some circumstances as a Notice to Proceed.”
26. Page 31 added... “...by a workflow included but not limited...”
27. Page 31 added... “Task Order Awards, that are a result of a Master IDIQ Contract (which has been approved previously via Consent Agenda) that are less than \$100,000 can be signed by the Department Head or their designee after the approval of the CFO or their designee.”
28. Page 31 – added... “Small purchases (under \$25,000) requiring a COG or vendor contract can be signed by the CFO or their designee.”
29. and added... “...TSC member,”
30. Page 34 added... “No letters of recommendation or references from COG are permitted to be used in any marketing scheme by a contractor or former contractor. In addition, the COG logo is prohibited from being used in any outside marketing campaign without the express approval of the Executive Director.”
31. Page 34 added... “All contracts in excess of \$25,000 shall be signed by the Executive Director or their designee. Contracts \$25,000 or less shall be signed by the CFO or their designee.”
32. and added... “...or could be in the form of an executed purchase order.
33. Page 34 added... “In certain emergency situations a conditional Notice to Proceed may be issued by the Purchasing Manager in the event of unforeseen delays in the execution of a contract.”
34. Page 34 added... “Board approval would not be required for renewal of a contract, if the original contract provided for one or more renewal term(s), and the Board approved the original contract, and for which funds are budgeted.”
35. Page 38 added... “Board resolution number 2021-xx (Attached).”



MEMORANDUM

TO: COG Board of Directors
FROM: Julie Mussog, COG Chief Financial Officer
SUBJECT: FY2022-26 COG Capital Plan
DATE: October 6, 2021

On October 1, 2021 COG presented the 5-year capital plan to the Budget & Finance Committee for approval of current year capital expenditures, and a preview of expected expenditures for the next four years. COG has a Board-designated Capital Expenditure Reserve that is used for the purchase of long-term assets. It is replenished over time through the allocation of depreciation expense to COG's various funding sources.

The FY2022 – FY2026 capital plan proposes expenditures in FY2022 of \$400,000 and a total of \$4.6 million in expenditures over the next five years, \$3.7 million of which is for the office remodel. The Budget and Finance Committee approved moving the FY2022-26 Capital Plan to the Board for full approval.

Approval of the Plan authorizes expenditure of \$400,000 in FY2022 for the assets described on page 4 of the Plan. The expenses noted in FY2023 – FY2026 are presented for planning purposes only. These expenditures will be reviewed, modified, and presented to the Budget and Finance Committee and Board of Directors in subsequent fiscal years for final approval.

As always, I am pleased to answer any question or provide additional information.

ATTACHMENTS

- Proposed Five-Year Capital Expenditure Plan

PROPOSED FIVE-YEAR CAPITAL EXPENDITURE PLAN

FY2022 – FY2026

October 2021

PROPOSED FIVE-YEAR CAPITAL EXPENDITURE PLAN FY2022 - 2026

September 2021

ABOUT COG

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

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

TABLE OF CONTENTS

SUMMARY NARRATIVE	1
Introduction	1
Definition of Capital Expenditure	1
Five-Year Capital Expenditure Plan FY2022 – FY2026	1
Changes to Previously Approved Capital Expenditures	1
Replenishment of the Capital Expenditure Reserve	1
Summary	1
Approval of FY2022 Capital Expenditures	1
SUMMARY OF FY2022 CAPITAL EXPENDITURES	4
EQUIPMENT, SOFTWARE, DATA CENTER, AND WEBSITE	5
LEASEHOLD IMPROVEMENTS AND FURNITURE	6
Approval of the FY2022 Capital Expenditures	6
Approval of the replenishment of the Capital Expenditure Reserve	7

SUMMARY NARRATIVE

Introduction

Board Resolution R25-2016 established a Board-Designated Capital Expenditure Reserve to ensure adequate resources for replacement and maintenance of COG's capital assets. Use of the reserve requires approval by the Board of Directors, based on an annual Five-Year Capital Expenditure Plan submitted by the Executive Director through the Budget and Finance Committee.

Approval of the Five-Year Capital Expenditure Plan for FY2022 – FY2026 will authorize use of the Board-Designated Capital Expenditure Reserve for the FY2022 expenditures outlined in the Plan. Expenditures outlined in FY2023 – FY2026 are subject to further review, modification, and approval by the Board of Directors when subsequent plans are presented.

Definition of Capital Expenditure

COG's administrative policies define a capital expenditure as a tangible or intangible asset that can be capitalized in accordance with applicable accounting principles, with a cost of \$5,000 or more, and a useful life of more than one year. COG has two major categories of capital expenditures:

1. Equipment, Software, Data Center, and Website
2. Leasehold Improvements

Five-Year Capital Expenditure Plan FY2022 – FY2026

The Five-Year Capital Expenditure Plan is based on repair, maintenance, and replacement schedules developed with the following goals:

- Maintain equipment, software, and technology solutions to adequately support program and administrative needs
- Maintain COG's website as a source of information for stakeholders
- Maintain existing office and meeting space to ensure usefulness and maintain value
- Prevent a backlog of deferred maintenance
- Minimize the fluctuation of annual depreciation expense in the Work Program and Budget
- Ensure adequate cash resources for both capital expenditures and operations

Proposed expenditures over the five fiscal years presented in the plan total \$4.6 million. The main expenditure will be remodel and buildout of office and meeting room space, IT upgrades and security improvements, and an update of COG's website.

Changes to Previously Approved Capital Expenditures

OFFICE SPACE REMODEL

The board previously approved a design and construction budget of \$7.3 million to remodel COG's office and meeting room space. This remodel project was suspended in April 2019 to enable the exploration of sale of the building in collaboration with the two other owner organizations with whom COG is a joint owner, and for COG to assess office space alternatives. In January 2020 the board approved the decision not to sell the building and for COG to move forward with the remodel. As of June 30, 2021, approximately \$708,000 has been expended on design, project planning, and administration. The capital expenditures were left in construction in progress as a significant portion of the capital expenditures made to date on the remodel are transferable to a future remodel of existing space.

Based on a review of COG's finances, the current circumstances where telework will likely become more the norm and the uncertainty around what will be recommended best practices for office redesign in a post COVID environment COG is pausing the remodel process until FY2024 and proposing a substantially less expensive remodel than prior estimates. It is expected that there will be some capital expenditures in late FY2022 and FY2023 related to planning and design.

Revised estimates will be brought to the Board for consideration as updated information becomes available.

BOARD ROOM AND MEETING ROOM UPGRADES

The board previously approved a budget of \$30,000 for audio wireless microphone replacement in the Board Room. This project was delayed to FY2022 due to COVID. The project has also been expanded to include additional technology to enable hybrid meetings and upgraded video screens and wiring for multiple meeting spaces.

1G WIRING

The board previously approved a budget of \$20,000 for the third floor 1G wiring. This project was delayed to FY2022 due to COVID and the budget increased to \$40,000.

Replenishment of the Capital Expenditure Reserve

Capital expenditures are recovered over time through the allocation of depreciation expense to COG's various programs and funding sources. Board policy requires that an amount equal to annual depreciation expense is transferred to the Capital Expenditure Reserve to replenish the fund.

Summary

The summary on page 7 of the plan estimates a balance of \$5.1 million in the Capital Expenditure

Reserve as of June 30, 2022, which reflects the changes noted above, proposed expenditures in FY2022, and the estimated annual replenishment of the reserve.

Approval of FY2022 Capital Expenditures

Approval of the plan will authorize expenditure of \$400,000 in FY2022 from the Capital Expenditure Reserve for 1G wiring, board and meeting room technology updates, document management, and other IT upgrades and equipment, and to engage an architectural firm to help assess office space.

Capital expenditures for FY2023 – FY2026 are provided for purposes of long-term planning, and will be reviewed, modified, and presented to the Board of Directors for approval with subsequent annual capital expenditure plans.

SUMMARY OF FY2022 CAPITAL EXPENDITURES

Approval of this plan by the Board of Directors authorizes the following FY2022 Capital Expenditures:

Project #	EQUIPMENT AND SOFTWARE	Useful Life	FY2022 PROPOSED BUDGET
CP22-01	IT Equipment & Software - Other	3	\$ 110,000
CP22-02	3rd Floor 1G Wiring	15	40,000
CP22-03	Document Management	5	50,000
CP22-04	Board Room and Meeting Room Upgrades	7	150,000
Total Equipment and Software			350,000

Project#	LEASEHOLD IMPROVEMENTS & FURNITURE	Useful Life	FY2022 PROPOSED BUDGET
CP22-05	Remodel Project - Design and related	15	50,000
Total Leasehold Improvements and Furniture			50,000

Total FY2022 Proposed Capital Expenditures			\$ 400,000
---	--	--	-------------------

EQUIPMENT, SOFTWARE, DATA CENTER, AND WEBSITE

5-Year Capital Expenditure Plan							
EQUIPMENT, SOFTWARE, DATA CENTER, & WEBSITE	Useful Life	FY2022	FY2023	FY2024	FY2025	FY2026	Total
IT Equipment & Software - Other	3	110,000	45,000	30,000	30,000	30,000	245,000
3rd Floor 1G Wiring	15	40,000					40,000
Board Room and Meeting Room Upgrades	7	150,000	75,000				225,000
Document Management System	5	50,000	50,000	50,000			150,000
Website Refresh	10			200,000			200,000
Total Equipment, Software, Data Center, & Website		350,000	170,000	280,000	30,000	30,000	\$ 860,000

LEASEHOLD IMPROVEMENTS AND FURNITURE

5-Year Capital Expenditure Plan							
LEASEHOLD IMPROVEMENTS	Useful Life	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Remodel Project - Design and related	15	50,000	350,000	100,000			\$ 500,000
Remodel Project - Administration fees and costs	15		75,000	70,000			145,000
Remodel Project - Construction costs	15			2,300,000			2,300,000
Total Leasehold Improvements (Note 1)		50,000	425,000	2,470,000	-	-	2,945,000

FURNITURE	Useful Life	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Furniture and minor renovations	10	\$ -	\$ -	750,000	\$ -	\$ -	750,000
Total Furniture		\$ -	\$ -	750,000	\$ -	\$ -	750,000

TOTAL PLAN (IT, LEASEHOLD, FURNITURE)		400,000	595,000	3,500,000	30,000	30,000	\$ 4,555,000
--	--	----------------	----------------	------------------	---------------	---------------	---------------------

Note 1: COG is revising prior renovation plans and will be scaling project back. The expectation is the project will be appreciatively less expensive than prior estimates.

Approval of this plan by the Board of Directors authorizes the replenishment of the Capital Expenditure Reserve:

Capital Expenditure Reserve	
Balance at 6/30/2020	\$ 5,176,000
FY2021 Data Center, Backup and Storage	(120,800)
FY2021 IT Purchases	(13,100)
FY2021 Technology upgrades for meeting rooms	(21,200)
FY2021 New Telework Platform	(25,000)
FY2021 Replenish the reserve based on depreciation expense	242,700
Balance at 6/30/2021	5,238,600
FY2022 Remodel project - design & related	(50,000)
FY2022 IT Purchases	(350,000)
FY2022 Replenish the reserve based on depreciation expense	250,000
Capital Expenditure Reserve Balance at 6/30/2022 (forecast)	\$ 5,088,600

AGENDA ITEM #7

CLIMATE AND ENERGY LEADERSHIP AWARDS



2021 Climate and Energy Leadership Awards

The Metropolitan Washington Council of Governments (COG) presents the 2021 Climate and Energy Leadership Awards to Arlington County's Lubber Run Community Center project and the Washington Metropolitan Area Transit Authority's (WMATA) Energy Solution for Platforms Improvement Project for their outstanding efforts to reduce greenhouse gas emissions (GHG) and advance equity across the region. The awards recognize and encourage local actions to advance the regional climate and energy goals established by leaders at COG, while including historically underserved populations in the planning of their programs.

Government Sector Award: Arlington County's Lubber Run Community Center Project

Arlington County's Lubber Run Community Center was completed in 2020 and is the County's first net-zero energy building, in addition to Arlington Public Schools' three net-zero energy schools. The building design was driven by the zero-energy goal of maximizing space for the on-site solar array, while optimizing the building's energy performance. The building has been designed to achieve an Energy Use Intensity (EUI) of 23 or less and will receive a 350-kilowatt roof-mounted photovoltaic array through a Power Purchase Agreement (PPA). A battery storage system will help to reduce the building's impact on the grid but also increase resilience by serving as a back-up power source for the entire building.

The original 20,000 square foot community center was built in 1956 and was the oldest community center in Arlington. The Lubber Run Community Center is a keystone of the ethnically and economically diverse Buckingham and Arlington Forest neighborhoods of Arlington. The neighborhood is 40 percent Hispanic as compared to 15 percent for Arlington as a whole and has a higher percentage of senior residents than the county's percentage rate. The project design team applied a wide-reaching approach to gathering cross-generational voices that informed the design of numerous blended concepts. Childcare was offered for some of the community meetings to encourage more widespread participation. The now 50,000 square foot center will provide programs for youth, adults and seniors including a pre-school, senior center, gymnasium, and fitness center and multi-purpose rooms for recreation programming and community use. The Lubber Run Community Center is targeted for US Green Building Council's LEED Silver certification.

Non-governmental Organization Sector Award: Washington Metropolitan Area Transit Authority's (WMATA) Energy Solution Platform Improvement Project

The Washington Metropolitan Area Transit Authority's (WMATA) Energy Solution Platform Improvement Project is a multi-year rehabilitation project to make outdoor stations safer and more accessible to customers. Key renovations included slip-resistant tiles throughout the station, brighter energy-efficient LED lighting, new stainless steel platform shelters that will include charging ports, larger digital screens, and safety call buttons with direct access with station managers.

With the large number of capital improvement projects underway, WMATA wanted to reduce energy use during construction by rethinking how electricity was distributed at stations' shutdown. Previously, generators were needed to supply electricity to stations; but they were unreliable (shutdowns cut off power to the project), had potential safety hazards, and required refueling which is prone to spills. The project team designed a new temporary distribution panel, taking advantage of existing electricity sources or feeds that reduced energy consumption, associated GHG emissions,

and increased the reliability and efficiency for critical electric systems. Using WMATA's Public Participation Plan guidance, the Platform Improvement Project engaged surrounding communities impacted by construction and platform shutdowns that included diverse populations. WMATA used several engagement tactics such as ensuring that 50 percent of the outreach staff was bilingual at stations where languages other than English (e.g., Chinese, Spanish, and Amharic) was spoken by over 5 percent of the riders, using large, scannable QR codes as an alternative to engaging with outreach staff during strict COVID restrictions, and handout materials available in Spanish. Due to the success of implementation, the new power distribution panel will be used for all Platform Improvement Projects.

AGENDA ITEM #8

ESTABLISHING A REGIONAL FOOD SECURITY WORK PROGRAM AND COMMITTEE



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Establishment of a Food and Agriculture Regional Member Policy Committee and Work Program
DATE: October 6, 2021

During the July 2021 COG Leadership Retreat, participants considered a request to make the Food and Agriculture Regional Member (FARM) Ad Hoc Committee a permanent policy Committee of COG and to create a fund to support the work. This request was unanimously supported and subsequently proposed to the Board of Directors during their September 8, 2021 meeting.

At the September 8th meeting members expressed concerns regarding the proposed FY2022 mid-year funding request. The COG Board tabled the agenda item with the intent of revisiting the issue in October. In deference to member jurisdiction concerns regarding the timing of the mid-budget year funding request, COG is no longer requesting funds for this work in FY2022, and will use existing resources (both reallocated and reserved funds), to provide program support through the remainder of the current fiscal year.

At the October 13, 2021 COG Board meeting, the Board will be asked to consider Resolution R35-2021 approving two action items related to the proposed FARM Committee.

- 1) The first item will seek Board approval for the establishment of the FARM Policy Committee. The FARM Committee priorities include:
 - Convening regional stakeholders to build partnerships and establish best practices which will permit improved response to food security and food access needs in the region
 - Advocating for greater federal support for food security programs and providing a forum to consider regional needs and priorities for federal relief funding
 - Advancing data gathering, analysis, and regional messaging to improve food security
 - Working with regional food producers, farmers, and other appropriate entities to address food supply, access, equity, and resilience issues

Additional food and farm priorities, presented to the Board in July and September, can be reviewed in the work program at: <https://www.mwcog.org/documents/2021/07/16/farm-ad-hoc-committee-proposed-work-program-budget-fy2022/>.

- 2) The second item will seek Board approval for the establishment of a FARM Regional Fund beginning in FY2023 to support funding of the proposed regional food security work program. The jurisdictions will be requested to participate in a new regional fund for FARM beginning in fiscal year 2023. As with all regional funds, fees will be decided by the COG Board on an annual basis, and participation is at the discretion of each jurisdiction.

I am pleased to answer any question or provide additional information.

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

**RESOLUTION ENDORSING THE ESTABLISHMENT OF A
FOOD AND AGRICULTURE REGIONAL MEMBER (FARM) POLICY COMMITTEE AND REGIONAL FUND**

WHEREAS, state and local governments, businesses and other organizations have recognized the importance of food security and having locally and regionally produced food and agriculture products for a host of benefits including, healthy food access, diverse sources of supply and distribution, food system resilience, protection of our agricultural lands, and employment opportunities; and

WHEREAS, in September 2020 the COG Board established a Food and Agriculture Regional Member (FARM) Ad-hoc Committee for the duration of one year; and

WHEREAS, the FARM Ad-hoc Committee was tasked with making policy recommendations for member jurisdictions to support a more resilient, connected food and farm economy in metropolitan Washington; recommending how to provide long-term direction and collaboration through a regional food and agriculture committee representing diverse entities across metropolitan Washington; furthering the goals identified in the *What Our Region Grows* report to the benefit of member jurisdictions; and assisting COG in continuing its COVID-19 food security collaboration; and

WHEREAS, a key recommendation of the *What Our Region Grows* report and the Agricultural Task Force is to establish a committee to advise COG on food and farming related issues to facilitate the development of a more connected, resilient food system; and

WHEREAS, the COVID-19 pandemic has affirmed the importance of collaborating across jurisdictions to support enhanced food security, supply chain resiliency, and solutions centering racial equity as key criteria in making policy and investment decisions across systems; and

WHEREAS, the committee would be comprised of members representing COG member jurisdictions and subject matter experts representing local and state food and agriculture interests as is provided in the Committee bylaws; and

WHEREAS, the mission of the Committee and work program will be to address food insecurity and build a more resilient, connected food and farm economy in the metropolitan Washington region; and

WHEREAS, the creation of a regional fund is necessary to support the work of the committee and improve food security in the near and long term throughout the region and annual contribution levels will be set as part of the Board's consideration of COG member dues and regional fees beginning in FY2023.

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

The Board endorses the establishment of a Food and Agriculture Regional Member (FARM) Policy Committee and regional fund (beginning in FY2023) to support the work. The FARM Committee and work program will be charged with:

1. Improving food security in the region
2. Supporting Black, Indigenous, and people of color and small farmers
3. Focusing FARM's work on farmland preservation, land use regulations, environmental sustainability, and resilience
4. Improving and communicating regional food system data
5. Leveraging procurement to support equity and the region's food and farm economy

AGENDA ITEM #9

FY2023 MEMBER DUES RECOMMENDATION

FY2023 MEMBER DUES AND REGIONAL FEES

Unified Planning for the Region's Future

COG Board of Directors
October 13, 2021



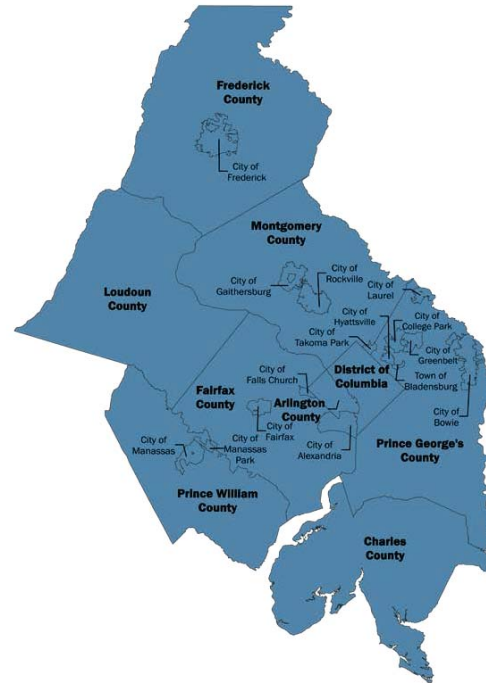
Metropolitan Washington
Council of Governments

Table of Contents

Introduction	Page 3
FY2023 Member Dues	Page 10
FY2023 Regional Water and Environmental Funds	Page 24
FY2023 Regional Public Safety Fund	Page 30
FY2023 Food & Agriculture Regional Member (FARM) Fund	Page 35
Summary: Member Dues and Regional Fees	Page 37
Appendix: Tables by Jurisdiction	Page 38

COG: The Hub for Regional Partnership

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



COG's Region Forward Vision

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

Together, we're working toward:

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

COG has also affirmed racial equity as a fundamental value and is taking steps to ensure that equity and inclusion are woven into its operations and across all programs.



Year-Round Member Benefits

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



COG Board of Directors Leadership, Chair Robert C. White, Jr. (District of Columbia), Vice Chairs Christian Dorsey (Arlington County) and Kate Stewart (City of Takoma Park).

Member Savings

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

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

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

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



COG Leadership and Members

COG Corporation

Muriel Bowser, President
District of Columbia

Nancy Navarro, 1st Vice President
Montgomery County

Ann Wheeler, 2nd Vice President
Prince William County

Rodney Lusk, Secretary-Treasurer
Fairfax County

COG Board of Directors

Robert C. White, Jr, Chair
District of Columbia

Christian Dorsey, 1st Vice Chair
Arlington County

Kate Stewart, 2nd Vice Chair
City of Takoma Park

Member Governments

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

Transportation Planning Board

Charles Allen, Chair
District of Columbia

Metropolitan Washington Air Quality Committee

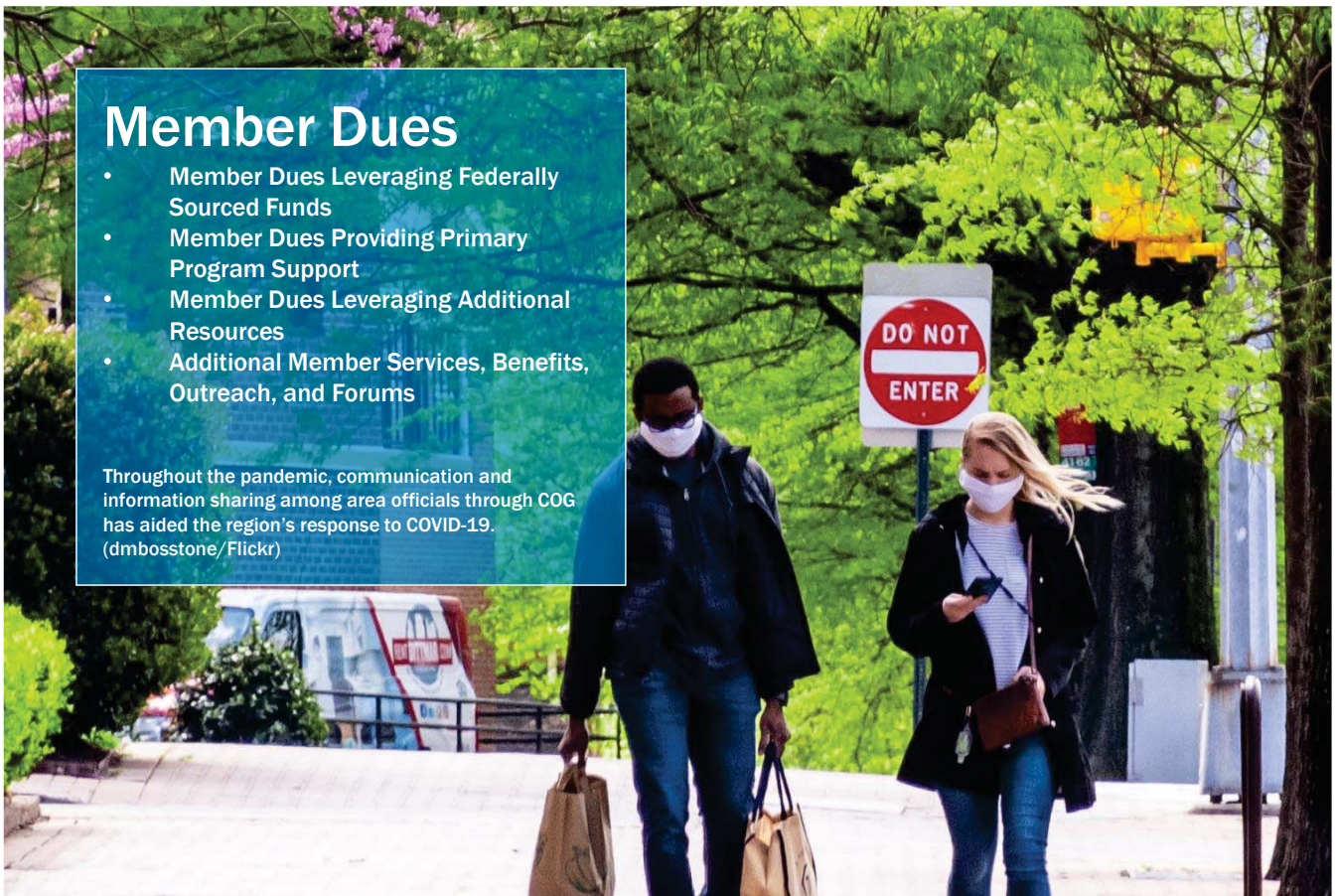
Robert Day, Chair
City of College Park

Members Engage in Regional Planning

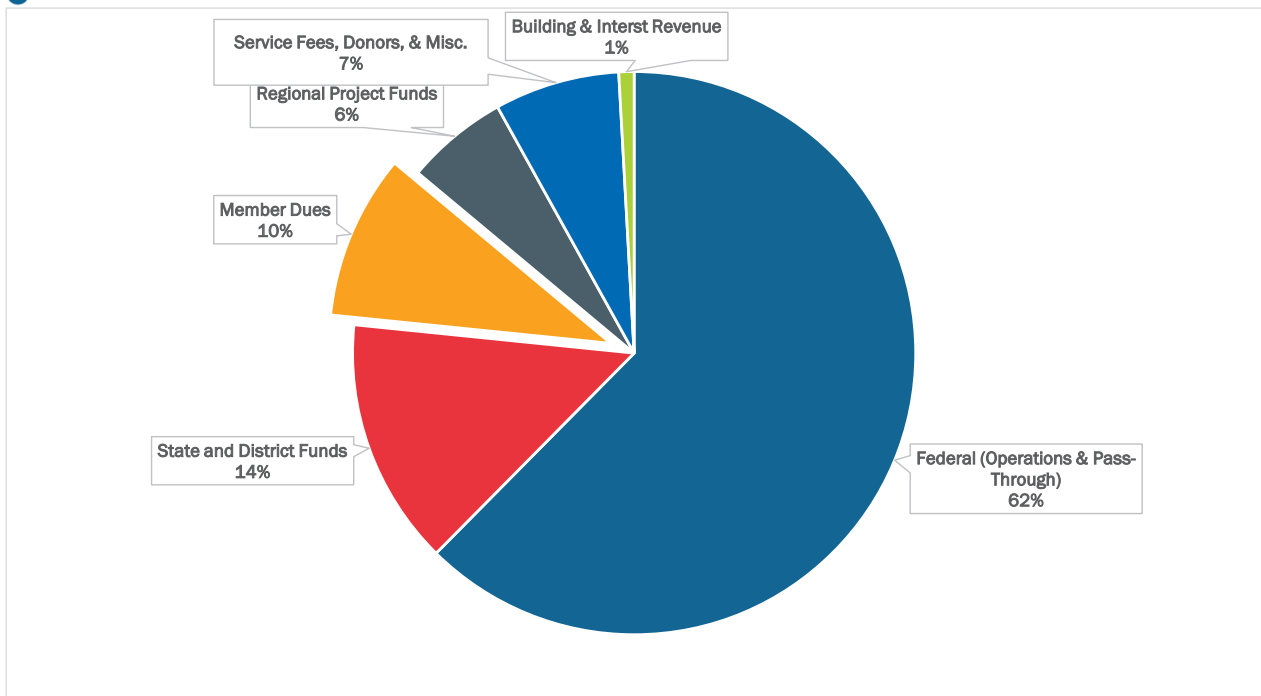
COG supports policy and technical committees that serve the interests of its member jurisdictions and the entire region, including:

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

Intentionally left blank.



Member Dues Provide 10% of Total COG Resources



FY2023: Member Dues and Regional Fees
October 13, 2021

Member Dues Leveraging Federally Sourced Funds

Deliverables:

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



In 2021, the TPB will approve approx. \$6.3 million in funding for local and regional grants under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program.

(Community Support Services)

Member Dues Leveraging Federally Sourced Funds

- 36% of Member Dues
- For these programs, each \$1.00 in member dues leverages \$8.31 in direct federal funding.

	Member Dues	Direct Federal	District & States	Regional Funds	Other	Total Resources
Regional Transportation Planning (UPWP)	1,596,500	12,772,000	1,596,500		-	15,965,000
Homeland Security Staff Support	132,100	1,650,000		573,300	40,000	2,395,400
Continuous Airport Systems Planning	50,000	350,000				400,000
Total	1,778,600	14,772,000	1,596,500	573,300	40,000	18,760,400

Member Dues Providing Primary Program Support

Deliverables:

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



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

Member Dues Providing Primary Program Support

- 16% of Member Dues
- \$779,300 supports regional coordination and planning efforts, where other funding is limited or not available. This funding is critically important for the health, housing, and equity work that has no other source of funding and accounts for 97% of the program funds.

	Member Dues	Other	Total
Health Planning & Community Svc.	358,400	25,500	383,900
Housing Opportunities	242,400		242,400
Regional Incident System (RICCS)	178,500		178,500
Total	779,300	25,500	804,800

Member Dues Leveraging Additional Resources

Deliverables:

- Prepare annual employment, population, and household forecasts by traffic analysis zone.
- Advance regional efforts to restore local waterways, reduce air pollution, increase renewable energy use, promote recycling, and enhance the region's tree canopy and agriculture.
- Conduct pedestrian and bicycle safety campaign.
- Award grants for transportation alternatives and transportation land use connection projects.
- Coordinate with regional public safety and homeland security leaders to address areas of mutual concern such as emergency and severe weather situations.
- Evaluate the region's climate progress and help implement the 2030 Climate Action Plan.



In 2021, the TPB approved \$250,000 in funding for five local projects to improve safety on the region's roadways through its new Regional Roadway Safety Program. (Arlington County/flickr)

See also the Regional Environmental, Water, and Public Safety Funds section (page 25).

Member Dues Leveraging Additional Resources

- 31% of Member Dues
- \$1.5 million in Member Dues leverages \$7.1 million from various funding sources, and provides baseline resources to ensure continuity of programs

	Member Dues	Federal, District & States	UPWP Funds (1)	Regional Funds (2)	Other	Total
Regional Environmental Resources Planning	457,300	600,000		550,100	50,000	1,657,400
Regional Planning & Coordination	293,700	-	705,000	-		998,700
Regional Air Quality Attainment Planning (1)	179,000	179,000	180,000			538,000
Regional Public Safety Planning	181,800	-	68,000		45,000	294,800
Regional Water Resources Management	8,400	-		1,437,800		1,446,200
Drinking Water Quality, Security & Response	53,500			104,700	432,100	590,300
Anacostia Watershed Program & Projects	94,400	380,000			420,000	894,400
Clean Air Partners	60,200	550,000			25,000	635,200
Air Quality Index, Monitoring & Forecasting	46,400	25,000				71,400
Street Smart Safety Education Campaign	68,000	670,000			150,000	888,000
Agriculture and Forestry Management	50,600			167,800	11,000	229,400
Food Security	4,000	-		325,600	10,000	339,600
Total	1,497,300	2,404,000	953,000	2,586,000	1,143,100	8,583,400

(1) Included in Regional Transportation Planning Program total on page 13
 (2) Regional Environmental and/or Regional Water Funds - See separate section starting on page 25

Additional Membership Services, Benefits, Outreach, and Forums

Deliverables:

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



In September 2021, COG's regional Racial Equity Cohort, an initiative held in partnership with the Government Alliance on Race and Equity (GARE), will launch its second cohort comprised of 11 local governments and COG staff to learn about tools to help advance racial equity in the region.

Additional Member Services, Benefits, Outreach, and Forums

- 17% of Member Dues
- \$829,600 is available to support COG as a membership organization by coordinating and conducting cooperative purchasing, providing leadership training, convening and staffing the Board of Directors and other regional officials, sponsoring special studies and reports, creating and maintaining regional and national partnerships, and representing regional interests to the public and media.

	Member Dues	Interest & Bldg Revenue	Other	Total
Member Relations	116,700			116,700
Public/Media Relations & Communications	212,300			212,300
Cooperative Purchasing	77,900		100,000	177,900
Executive Office, Governance and Special Reports	367,700	450,000	69,200	886,900
Institute for Regional Excellence	55,000		120,000	175,000
Total	829,600	450,000	289,200	1,568,800

Proposed Assessment Rate Increase for FY2023

The proposed assessment rate for FY2023 is increased by two cents from the FY2022 rate. The rate was decreased by one half cent in FY2022 (-0.65%) so the rate increase from FY2021 to FY2023 averages \$0.0075 per year or one and a half cents total for the two years.

COG Proposed Assessment Rate
Increase of \$0.02 (2.60%), from \$0.770 to \$0.790

Proposed FY2023 Member Dues

The proposed FY2023 member dues increase is based on a forecast of general operating expenses and estimated changes in revenue and federal match requirements. Note that all jurisdictions are capped at a no more than 7% year over year increase in dues.

COG Member Dues
Increase of \$220,328 (4.72%), from \$4,664,454 to \$4,884,782

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

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

FY2023 Member Dues by Category

Member Dues Leveraging Federally Sourced Funds	1,778,600	36%
Member Dues Providing Primary Program Support	779,300	16%
Member Dues Leveraging Additional Resources	1,497,300	31%
Additional Member Services, Benefits, Outreach, & Forums	829,600	17%
Total Member Dues FY2023	4,884,800	
Rounding Adjustment	(18)	
Total Member Dues FY2023	4,884,782	

Member Dues by Jurisdiction

Metropolitan Washington Council of Governments				FY2022 Assessment Rate:	0.770	Increase of
PROPOSED FY2023 Schedule of Membership Dues				FY2023 Assessment Rate:	0.790	2.60%
Jurisdiction	POPULATION FIGURES			DUES AMOUNT		
	FY2022	FY2023	Compare to FY2022	FY2023	FY2023	FY2023
	Population Estimate	Population Estimate		Adjusted Contribution (1)	Increase (Decrease)	Percent Increase
Alexandria, City of	162,500	179,100	10.22%	\$ 133,884	\$ 8,759	7.00%
Arlington County	242,800	242,800	0.00%	\$ 191,812	\$ 4,856	2.60%
Bladensburg, Town of (adj)	9,600	9,600	0.00%	\$ 3,792	\$ 96	2.60%
Bowie, City of	60,700	61,000	0.49%	\$ 48,190	\$ 1,451	3.10%
Charles County	171,500	173,800	1.34%	\$ 137,302	\$ 5,247	3.97%
College Park, City of	32,200	32,200	0.00%	\$ 25,438	\$ 644	2.60%
District of Columbia	720,700	764,000	6.01%	\$ 593,785	\$ 38,846	7.00%
Fairfax County	1,185,000	1,193,600	0.73%	\$ 942,944	\$ 30,494	3.34%
Fairfax, City of	27,000	27,800	2.96%	\$ 21,962	\$ 1,172	5.64%
Falls Church, City of	14,700	17,200	17.01%	\$ 12,111	\$ 792	7.00%
Frederick County	276,100	276,100	0.00%	\$ 174,244	\$ 11,399	7.00%
Frederick, City of	73,700	75,900	2.99%	\$ 59,961	\$ 3,212	5.66%
Gaithersburg, City of	71,600	73,000	1.96%	\$ 57,670	\$ 2,538	4.60%
Greenbelt, City of	23,900	23,900	0.00%	\$ 18,881	\$ 478	2.60%
Hyattsville, City of (adj)	21,000	22,100	5.24%	\$ 8,351	\$ 546	7.00%
Laurel, City of	25,700	25,700	0.00%	\$ 20,303	\$ 514	2.60%
Loudoun County	438,200	449,300	2.53%	\$ 339,624	\$ 22,218	7.00%
Manassas Park, City of	17,800	17,800	0.00%	\$ 14,062	\$ 356	2.60%
Manassas, City of	43,700	44,200	1.14%	\$ 34,918	\$ 1,269	3.77%
Montgomery County	1,066,100	1,073,200	0.67%	\$ 847,828	\$ 26,931	3.28%
Prince George's County	929,100	932,100	0.32%	\$ 736,359	\$ 39,976	5.74%
Prince William County	482,200	489,900	1.60%	\$ 387,021	\$ 15,727	4.24%
Rockville, City of	74,600	75,800	1.61%	\$ 59,882	\$ 2,440	4.25%
Takoma Park, City of	18,300	18,300	0.00%	\$ 14,457	\$ 366	2.60%
Totals	6,188,700	6,298,400	1.77%	\$ 4,884,782	\$ 220,328	4.72%

(1) Adjusted Contribution is calculated by multiplying the adjusted population by the approved rate, limited to 7% annual increase per jurisdiction.

Intentionally left blank.

Regional Water and Environmental Funds



Regional Water Fund

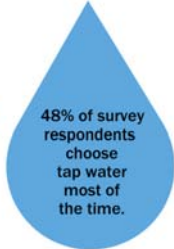
Deliverables:

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

FIVE THINGS TO KNOW ABOUT YOUR WATER

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

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



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

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

Regional Water Fund

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

	Regional Water Fund (1)	Regional Environ Fund	COG Member Dues (2)	Regional FARM Fund	Other	Total
Water Resources Management	1,416,300	21,500	8,400			1,446,200
Drinking Water Quality, Security & Response	104,700		53,500		440,000	598,200
Regional Agriculture and Forestry Management	83,300	84,500	4,000		290,000	461,800
Community Engagement Campaign	47,100				120,000	167,100
Regional Water Fund FY2023	1,651,400	106,000	65,900	-	850,000	2,673,300

(1) Two-thirds of the Regional Water Fund is paid by water and sewer utilities
 (2) Included in the Proposed Member Dues on page 37

Regional Environmental Fund

Deliverables:

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



COG supports expanded solar energy system deployment and alternative fuel vehicle adoption, including by planning for and deploying EV charging infrastructure in collaboration with the Greater Washington Regional Clean Cities Coalition and other regional stakeholders.

(Creative Commons)

Regional Environmental Fund

- \$800,800 for special projects focused on facilitating the deployment of renewable energy, removing barriers to implementation of solutions, and installing technology solutions to reduce greenhouse gas emissions.

	Regional Environ Fund	COG		Total
		Member Dues (1)	Other	
Environmental Resources Planning	550,100	457,300	650,000	1,657,400
Recycling & Solid Waste	144,700		50,000	194,700
Agriculture & Forestry Management	84,500	4,000	373,300	461,800
Water Resources Management	21,500	8,400	1,416,300	1,446,200
Regional Environmental Fund FY2023	800,800	469,700	2,489,600	3,760,100

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

FY2023 Fee Structure: Regional Water and Environmental Funds

The fee increases for FY2023 are based on a forecast of general operating expenses and estimated changes in revenue and matching requirements for sponsor funds.

Regional Water Fund

Increase of \$74,387 (4.72%), from \$1,577,056 to \$1,651,443

Regional Environmental Fund

Increase of \$36,095 (4.72%), from \$764,679 to \$800,774

Basis for increases:

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

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



Regional Public Safety Fund

Deliverables:

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



(Arlington County Fire Department)

Regional Public Safety Fund

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

The fee increases for FY2023 are based on a forecast of general operating expenses.

Regional Public Safety Fund **Increase of \$25,867 (4.72%), from \$547,454 to \$573,321**

Basis for increases:

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

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

FY2023 Fee Structure: Regional Public Safety Fund

The base budget of \$573,300 for the fund will be shared among core participants on a per-capita basis. Core participants are City of Alexandria, Arlington County, District of Columbia, Fairfax County, Loudoun County, Montgomery County, Prince George's County, and Prince William County.

Other COG members have joined in this initiative and provide additional funding and capacity. For jurisdictions with populations exceeding 51,000, the FY2023 per capita rate is 10.6 cents. For jurisdictions with populations of 51,000 or less, the fee for FY2023 is set at a flat rate of \$5,569.

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

Food & Agriculture Regional Member (FARM) Fund

Pending permanent approval by the Board, the Food & Agriculture Regional Member committee and fund will prioritize:

- Convening regional stakeholders in efforts to build partnerships and establish best practices which will permit improved response to food security and food access needs in the region.
- Advocating for greater federal support for food security efforts provided through the Childhood Nutrition Reauthorization Act and the omnibus Farm Bill.
- Advancing regional messaging focused on the promotion of food security.
- Working with regional food producers, farmers, and other appropriate entities to address food supply and access issues.



(University of Maryland College Park)

Food & Agriculture Regional Member (FARM) Fund

- The Food & Agriculture Regional Member (FARM) Fund pending approval by the board will be created in FY2023 to provide created in FY2023 to address food insecurity issues for the region.

The fee is based on a forecast of the program requirements.

Food & Agriculture Regional Member (FARM) Fund
\$325,602

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

Summary: FY2023 Member Dues and Regional Fees

	Proposed FY2023	Budget FY2022	Increase
Member Dues	4,884,782	4,664,454	220,328
Regional Environmental Fund	800,774	764,679	36,095
Regional Water Fund	1,651,443	1,577,056	74,387
Regional Public Safety Fund	573,321	547,454	25,867
Regional FARM Fund*	325,602	-	325,602
Total	8,235,922	7,553,643	682,279
Population Estimate	6,298,400	6,188,700	109,700
Per Capita Rate	0.790	0.770	0.020
Population X Per Capita Rate	4,975,736	4,765,299	210,437
Adjust for Adjunct Members (50%)	(12,521)	(11,781)	(740)
Adjust for 7% Cap (6% in FY22)	(78,433)	(89,064)	10,631
Member Dues Assessment	4,884,782	4,664,454	220,328

*FARM fund is new for FY2023

Appendix

- Member Dues by Jurisdiction
- Regional Fund Fees by Jurisdiction
- Regional Water Fund Fees by Jurisdiction
- Regional Environmental Fund Fees by Jurisdiction
- Regional Public Safety Fund Fees by Jurisdiction
- Regional FARM Fund Fees by Jurisdiction

Member Dues by Jurisdiction

Metropolitan Washington Council of Governments				FY2022 Assessment Rate:	0.770	Increase of
PROPOSED FY2023 Schedule of Membership Dues				FY2023 Assessment Rate:	0.790	2.60%
Jurisdiction	POPULATION FIGURES			DUES AMOUNT		
	FY2022	FY2023	Compare to FY2022	FY2023	FY2023	FY2023
	Population Estimate	Population Estimate		Adjusted Contribution (1)	Increase (Decrease)	Percent Increase
Alexandria, City of	162,500	179,100	10.22%	\$ 133,884	\$ 8,759	7.00%
Arlington County	242,800	242,800	0.00%	\$ 191,812	\$ 4,856	2.60%
Bladensburg, Town of (adj)	9,600	9,600	0.00%	\$ 3,792	\$ 96	2.60%
Bowie, City of	60,700	61,000	0.49%	\$ 48,190	\$ 1,451	3.10%
Charles County	171,500	173,800	1.34%	\$ 137,302	\$ 5,247	3.97%
College Park, City of	32,200	32,200	0.00%	\$ 25,438	\$ 644	2.60%
District of Columbia	720,700	764,000	6.01%	\$ 593,785	\$ 38,846	7.00%
Fairfax County	1,185,000	1,193,600	0.73%	\$ 942,944	\$ 30,494	3.34%
Fairfax, City of	27,000	27,800	2.96%	\$ 21,962	\$ 1,172	5.64%
Falls Church, City of	14,700	17,200	17.01%	\$ 12,111	\$ 792	7.00%
Frederick County	276,100	276,100	0.00%	\$ 174,244	\$ 11,399	7.00%
Frederick, City of	73,700	75,900	2.99%	\$ 59,961	\$ 3,212	5.66%
Gaithersburg, City of	71,600	73,000	1.96%	\$ 57,670	\$ 2,538	4.60%
Greenbelt, City of	23,900	23,900	0.00%	\$ 18,881	\$ 478	2.60%
Hyattsville, City of (adj)	21,000	22,100	5.24%	\$ 8,351	\$ 546	7.00%
Laurel, City of	25,700	25,700	0.00%	\$ 20,303	\$ 514	2.60%
Loudoun County	438,200	449,300	2.53%	\$ 339,624	\$ 22,218	7.00%
Manassas Park, City of	17,800	17,800	0.00%	\$ 14,062	\$ 356	2.60%
Manassas, City of	43,700	44,200	1.14%	\$ 34,918	\$ 1,269	3.77%
Montgomery County	1,066,100	1,073,200	0.67%	\$ 847,828	\$ 26,931	3.28%
Prince George's County	929,100	932,100	0.32%	\$ 736,359	\$ 39,976	5.74%
Prince William County	482,200	489,900	1.60%	\$ 387,021	\$ 15,727	4.24%
Rockville, City of	74,600	75,800	1.61%	\$ 59,882	\$ 2,440	4.25%
Takoma Park, City of	18,300	18,300	0.00%	\$ 14,457	\$ 366	2.60%
Totals	6,188,700	6,298,400	1.77%	\$ 4,884,782	\$ 220,328	4.72%

(1) Adjusted Contribution is calculated by multiplying the adjusted population by the approved rate, limited to 7% annual increase per jurisdiction.

Regional Fund Fees by Jurisdiction/Utility

FY2023 REGIONAL FUNDS Proposed Fee Schedule by Jurisdiction	Regional Water Fund (1)	Regional Environmental Fund	Regional Public Safety Fund (2)	Regional FARM Fund (3)	Total Regional Funds	Change from FY22				
						Regional Water Fund	Regional Environmental Fund	Regional Public Safety Fund	Regional FARM Fund	Total Regional Funds
Alexandria, City of	33,265	23,961	17,305	14,019	88,550	2,176	1,568	780	14,019	18,543
Arlington County	47,505	34,586	25,636	19,005	126,732	1,053	1,128	945	19,005	22,131
Bladensburg, City of	-	-	-	2,500	2,500	-	-	-	2,500	2,500
Bowie, City of (WSSC)	11,935	8,575	-	4,775	25,285	322	279	-	4,775	5,376
Charles County	-	-	-	13,604	13,604	-	-	-	13,604	13,604
College Park, City of (WSSC)	6,300	4,587	-	2,500	13,387	140	150	-	2,500	2,790
District of Columbia (DC Water)	330,715	106,266	76,748	35,000	548,729	15,291	6,952	3,459	35,000	60,702
Fairfax County	330,715	170,026	126,027	35,000	661,768	15,291	6,730	5,523	35,000	62,544
Fairfax, City of	5,439	3,960	-	2,500	11,899	287	239	-	2,500	3,026
Falls Church, City of	3,009	2,168	-	2,500	7,677	197	142	-	2,500	2,839
Frederick County	-	-	-	21,611	21,611	-	-	-	21,611	21,611
Frederick, City of	-	-	-	5,941	5,941	-	-	-	5,941	5,941
Gaithersburg, City of (WSSC)	14,283	10,399	-	5,714	30,395	585	532	-	5,714	6,830
Greenbelt, City of (WSSC)	4,676	3,405	5,569	2,500	16,150	155	112	251	2,500	3,018
Hyattsville, City of	-	-	-	2,500	2,500	-	-	-	2,500	2,500
Laurel, City of	-	-	-	2,500	2,500	-	-	-	2,500	2,500
Loudoun County (Loudoun Water)	87,908	64,002	47,440	35,000	234,349	4,073	3,617	2,879	35,000	45,568
Manassas, City of	-	-	5,569	2,500	8,069	-	-	251	2,500	2,751
Manassas Park, City of	-	-	-	2,500	2,500	-	-	-	2,500	2,500
Montgomery County (WSSC)	330,715	152,875	113,315	35,000	631,905	15,291	5,964	4,902	35,000	61,157
Prince George's County (WSSC)	330,715	132,776	98,417	35,000	596,907	15,291	4,744	3,936	35,000	58,970
Prince William County	95,851	69,785	51,726	35,000	252,363	3,598	3,337	2,690	35,000	44,626
Rockville, City of	14,831	10,798	-	5,933	31,561	559	518	-	5,933	7,009
Takoma Park, City of (WSSC)	3,580	2,607	5,569	2,500	14,256	79	85	251	2,500	2,915
TOTAL	1,651,443	800,774	573,321	325,602	3,351,140	74,389	36,095	25,867	325,602	461,953

(1) Where indicated, water and sewer utilities support the Regional Water Fund on behalf of the local jurisdiction.

(2) Additional jurisdictions may opt into the Regional Public Safety Fund before the start of FY2022.

(3) New fund for FY2023.

Regional Water Fund Fees by Jurisdiction

FY2023 REGIONAL WATER FUND Proposed Fee Schedule by Jurisdiction	Regional Water Fund (1)	Change from FY22
		Regional Water Fund
Alexandria, City of	33,265	2,176
Arlington County	47,505	1,053
Bladensburg, City of	-	-
Bowie, City of (WSSC)	11,935	322
Charles County	-	-
College Park, City of (WSSC)	6,300	140
District of Columbia (DC Water)	330,715	15,291
Fairfax County	330,715	15,291
Fairfax, City of	5,439	287
Falls Church, City of	3,009	197
Frederick County	-	-
Frederick, City of	-	-
Gaithersburg, City of (WSSC)	14,283	585
Greenbelt, City of (WSSC)	4,676	155
Hyattsville, City of	-	-
Laurel, City of	-	-
Loudoun County (Loudoun Water)	87,908	4,073
Manassas, City of	-	-
Manassas Park, City of	-	-
Montgomery County (WSSC)	330,715	15,291
Prince George's County (WSSC)	330,715	15,291
Prince William County	95,851	3,598
Rockville, City of	14,831	559
Takoma Park, City of (WSSC)	3,580	79
TOTAL	1,651,443	74,389

(1) Where indicated, water and sewer utilities support the Regional Water Fund on behalf of the local jurisdiction.

Regional Environmental Fund Fees by Jurisdiction

FY2023 REGIONAL ENVIRONMENTAL FUND Proposed Fee Schedule by Jurisdiction	Regional Environmental Fund	Change from FY22
		Regional Environmental Fund
Alexandria, City of	23,961	1,568
Arlington County	34,586	1,128
Bladensburg, City of	-	-
Bowie, City of	8,575	279
Charles County	-	-
College Park, City of	4,587	150
District of Columbia	106,266	6,952
Fairfax County	170,026	6,730
Fairfax, City of	3,960	239
Falls Church, City of	2,168	142
Frederick County	-	-
Frederick, City of	-	-
Gaithersburg, City of	10,399	532
Greenbelt, City of	3,405	112
Hyattsville, City of	-	-
Laurel, City of	-	-
Loudoun County	64,002	3,617
Manassas, City of	-	-
Manassas Park, City of	-	-
Montgomery County	152,875	5,964
Prince George's County	132,776	4,744
Prince William County	69,785	3,337
Rockville, City of	10,798	518
Takoma Park, City of	2,607	85
TOTAL	800,774	36,095

Regional Public Safety Fund Fees by Jurisdiction

FY2023 REGIONAL PUBLIC SAFETY FUND Proposed Fee Schedule by Jurisdiction	Regional Public Safety Fund (2)	Change from FY22
		Regional Public Safety Fund
Alexandria, City of	17,305	780
Arlington County	25,636	945
Bladensburg, City of	-	-
Bowie, City of	-	-
Charles County	-	-
College Park, City of	-	-
District of Columbia	76,748	3,459
Fairfax County	126,027	5,523
Fairfax, City of	-	-
Falls Church, City of	-	-
Frederick County	-	-
Frederick, City of	-	-
Gaithersburg, City of	-	-
Greenbelt, City of	5,569	251
Hyattsville, City of	-	-
Laurel, City of	-	-
Loudoun County	47,440	2,879
Manassas, City of	5,569	251
Manassas Park, City of	-	-
Montgomery County	113,315	4,902
Prince George's County	98,417	3,936
Prince William County	51,726	2,690
Rockville, City of	-	-
Takoma Park, City of	5,569	251
TOTAL	573,321	25,867

(2) Additional jurisdictions may opt into the Regional Public Safety Fund before the start of FY2022.

Regional FARM Fund Fees by Jurisdiction

FY2023 REGIONAL FARM FUND Proposed Fee Schedule by Jurisdiction	Regional FARM Fund (3)
Alexandria, City of	14,019
Arlington County	19,005
Bladensburg, City of	2,500
Bowie, City of	4,775
Charles County	13,604
College Park, City of	2,500
District of Columbia	35,000
Fairfax County	35,000
Fairfax, City of	2,500
Falls Church, City of	2,500
Frederick County	21,611
Frederick, City of	5,941
Gaithersburg, City of	5,714
Greenbelt, City of	2,500
Hyattsville, City of	2,500
Laurel, City of	2,500
Loudoun County	35,000
Manassas, City of	2,500
Manassas Park, City of	2,500
Montgomery County	35,000
Prince George's County	35,000
Prince William County	35,000
Rockville, City of	5,933
Takoma Park, City of	2,500
TOTAL	325,602

(3) New fund for FY2023.

Chuck Bean

COG Executive Director
cbean@mwkog.org

Julie Mussog

COG Chief Financial Officer
(202) 962-3362
jmussog@mwkog.org

mwkog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002

Resolution R45-2021
October 13, 2021

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

RESOLUTION ADOPTING THE FY-2023 COG MEMBER FEE ASSESSMENTS

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

WHEREAS, the Budget and Finance Committee comprised of the COG Board executive committee, the chairs of the Transportation Planning Board and the Metropolitan Washington Air Quality Committee, and the COG Secretary Treasurer and Corporate President, reviewed and approved the proposed FY-2023 COG member fees; and

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

The board approves the proposed FY-2023 member fee assessment, and corresponding regional fund fees, as recommended by the Budget and Finance Committee.

Staff shall transmit the assessment to member jurisdictions and ask that the proposed assessments be integrated into local government FY-2023 budgets.

AGENDA ITEM #10

Optimizing High-Capacity Transit Stations (HCTs) and Elevating Equity Emphasis Areas (EEAs)



MEMORANDUM

TO: COG Board of Directors

FROM: Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning
Paul Desjardin, COG Community Planning and Services Director
Timothy Canan, COG Planning Data and Research Program Director

SUBJECT: High-Capacity Transit Station Areas

DATE: July 19, 2021

SUMMARY

As metropolitan Washington emerges from COVID-19, it will be key for the region to focus on connectivity and creating transit-oriented communities to sustain and enhance our current and future residents' quality of life and remain economically competitive.

At the 2021 Leadership Retreat, the COG Board of Directors will consider the potential for optimizing 225 High-Capacity Transit Station Areas (HCTs) in our region. These are areas around Metrorail, commuter rail, light rail (Purple Line), bus rapid transit/Streetcar stations that are currently in place or will be by 2030.

According to COG's latest draft Round 9.2 Cooperative Forecasts, there were 3.4 jobs million and 5.7 million residents in the region in 2020. Between 2020 and 2030, the region is forecast to add 406,000 more jobs, an increase of 12 percent, and 592,000 more residents, an increase of 10 percent. Although HCTs make up just 10 percent of the region's land mass—or 350 square miles—42 percent of the region's new household growth and 55 percent of new job growth will occur in HCTs.

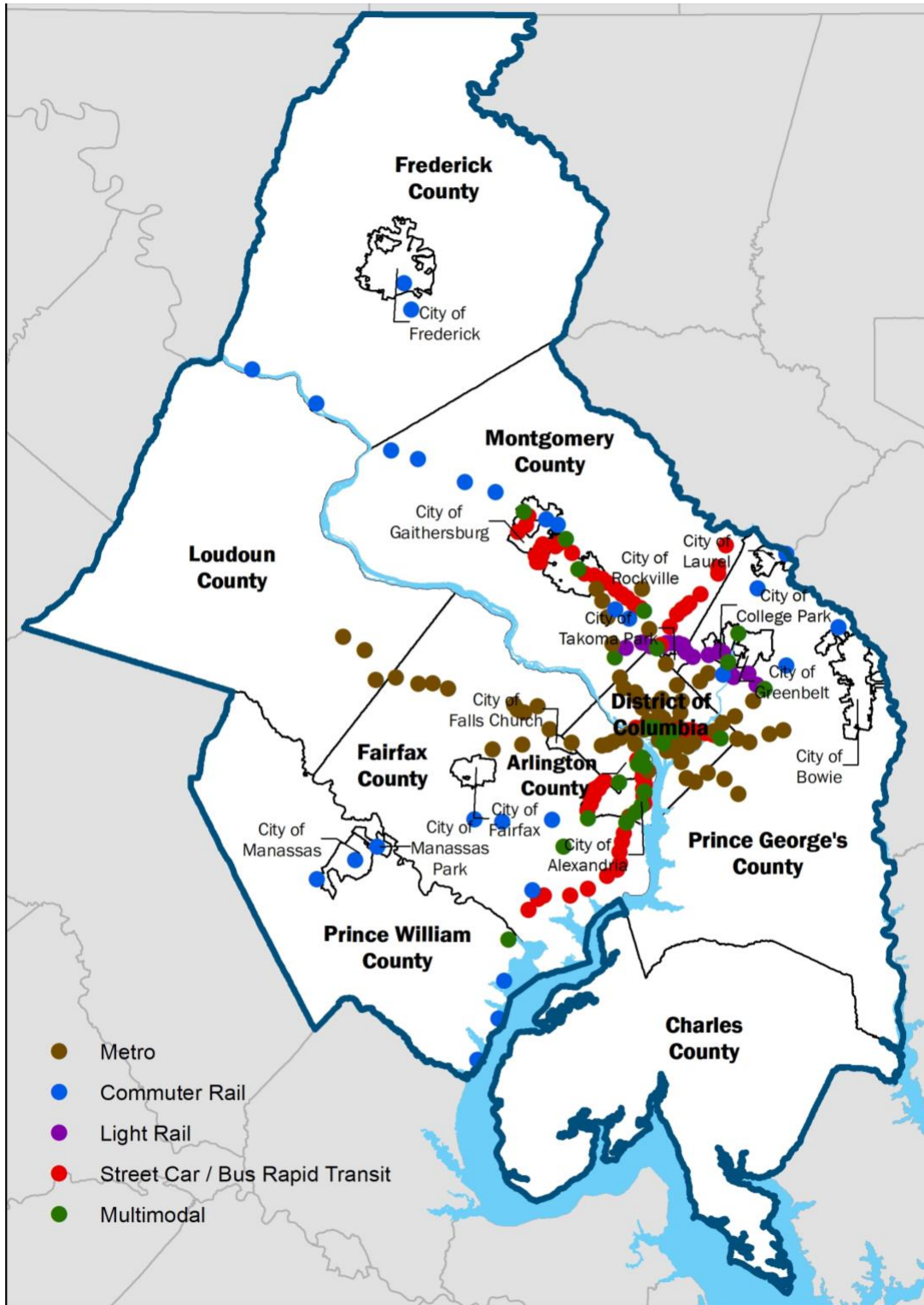
To plan for this growth, it will be important that the region take actions that optimize its land use and transportation systems to develop communities that leverage current and planned assets.

As outlined in this memo and in this packet, optimizing HCTs could mean endorsing the 225 HCTs for special consideration in local decision making. For example, implementing local projects that prioritize bike and walk access to transit. This could include completing the National Capital Trail Network (NCTN) of off-street trails and ensuring new development offers a wide range of uses, including housing choices for residents of mixed-incomes. Members will have the opportunity to consider this at the retreat.

This memo describes staff's collaborative work with member jurisdictions to help realize the region's goal of building transit-oriented communities that advance the region's shared vision of being a more prosperous, accessible, livable, and sustainable metropolitan Washington for all.

Having access to transit is critical not just to get the most out of the infrastructure investments already made, but also to build successful transit-oriented communities. Investing efforts to build successful transit-oriented communities will advance multiple regional goals from transportation and land use, to housing, and climate.

Figure 1: High-Capacity Transit Station Areas – Existing and Planned for 2030



BACKGROUND

The TPB approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. For the first time, the plan included a set of aspirational initiatives that, with additional resources, could substantially address mobility and accessibility issues in the region. One of these aspirational initiatives, *Bring Jobs and Housing Closer Together*, calls for locating future jobs and housing in Regional Activity Centers (RAC) and in areas served by HCTs. This assessment was done in response to concern over increased traffic congestion, inefficient land-use patterns, and inadequate housing options and affordability—all of which can undermine the region's ability to support vibrant and equitable communities and a competitive regional economy.

The COG Board of Directors, recognizing this linkage of livability and accessibility, has made transit-oriented communities one of its focus areas. The COG Board adopted regional housing targets in September 2019, the culmination of its year-long work with its Housing Strategy Group, the Planning Directors Technical Advisory Committee, and the Housing Directors Advisory Committee assessing the adequacy and location of housing in the region. This assessment of the region's housing needs, along with adopting regional housing targets, aligns with and advances *the Bring Jobs and Housing Closer Together* initiative contained in *Visualize 2045*.

One of the three elements of the regional housing targets is that at least 75 percent of all new housing (between 2020 and 2030) should be in RAC or near HCTs. While RACs provide the opportunity to concentrate growth in housing and jobs in specific locations, HCTs greatly enhance this wise land use planning by offering sustainable, affordable transportation options.

HIGH-CAPACITY TRANSIT STATION AREAS

The region has set important goals for the short term through 2030, including on housing, emissions, and air quality (federal air quality standard must be attained in the next four years). The TPB's goals for mobility and accessibility, while not time specific, are no less urgent. To attain these goals regionwide, it would be helpful to identify geographic areas where efforts can be focused to build and cultivate transit-oriented communities.

The region has a well-established HCT system that includes heavy urban and commuter rails, light rails, Streetcars, and BRT services, and these services are expanding. Local land use planners over the past decades have considered these HCTs in their land use planning decisions as good locations to concentrate future growth to promote desirable development patterns. Some of the stations are served by multiple transit systems. For example, Union Station, Crystal City, and Greenbelt each are served by both Metrorail and commuter rail, two types of HCT service.

Visualize 2045 indicates that the region will have 225 HCTs by 2030. Figure 1 on the previous page identifies the locations of these 225 HCTs. Table 1 lists the 2030 HCTs by jurisdiction and the type of transit service available.

Table 1: High-Capacity Transit Station Areas, 2030

JURISDICTION	TOTAL	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / BRT
City of Alexandria	21	0	0	1	4	16
Arlington County	19	0	0	8	4	7
City of College Park	5	0	3	0	2	0
District of Columbia	55	0	0	34	6	15
Fairfax County	28	4	0	11	2	11
Frederick County	3	3	0	0	0	0
City of Frederick	1	1	0	0	0	0
City of Gaithersburg	6	1	0	0	1	4
City of Greenbelt	1	0	0	0	1	0
City of Laurel	1	1	0	0	0	0
Loudoun County	3	0	0	3	0	0
City of Manassas	1	1	0	0	0	0
City of Manassas Park	1	1	0	0	0	0
Montgomery County	47	7	8	5	4	23
Prince George's County	23	4	6	12	1	0
Prince William County	5	4	0	0	1	0
City of Rockville	6	0	0	1	1	4
Regional Total	255	27	17	75	26	80

**The Greenbelt and Van Dorn HCTs are located on jurisdictional boundaries. Greenbelt is in the cities of Greenbelt and College Park, and Van Dorn is in the City of Alexandria and Fairfax County. These stations appear in their respective jurisdictional totals but are not double counted in the regional totals. (updated October 7, 2021)

Of these, 203 will be within RAC and 22 outside of these centers. For nearly two decades, RAC have been the adopted, preferred option to advance our shared vision for the region and manage its growth. Optimizing HCTs are an important strategy in this effort and the presence of a HCT station in an RAC offers added opportunity.

WHY OPTIMIZE HCTS

Investing in transit access in HCTs, particularly those within a RAC, supports convenient and safe accessibility to transit, can increase transit usage, reduce household transportation costs, provide a wider range of travel options for residents and workers, and maximizes the return on the region's investment in transit.

Even where transit exists, or is planned to be within reach, accessing the stations can be difficult and/or dangerous without proper infrastructure surrounding it. Barriers to walking and biking cause many people to drive their cars even if they live or work close to a station. Having to own a car for basic mobility adds to the financial stress on households, and for many it is not a choice. Thus,

transit-dependent populations are often forced to use circuitous routes or navigate unsafe conditions when they walk or bike to transit. Such inequities to transportation access and options affect people’s quality of life and renders transit as an unviable and unaffordable option.

Non-motorized access to HCTs can be viewed from the perspective of walking (typically 10 minutes or one-half mile around the destination, referred to as the “walkshed”) and bicycling/other micro-mobility (about one mile around the destination). The population and employment within these walk or micro-mobility access areas, both current and projected for 2030, provides a measure of the potential beneficiaries of any action that optimizes these areas. Table 2 lists the profiles of all station areas in a jurisdiction within half-mile walksheds and Table 3 for areas within one-mile bikesheds. A list of these station areas and the RAC associated with them is provided at the end of the memo.

Table 2: 2030 High-Capacity Transit Station Areas - Half Mile Walkshed Area Profiles

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
REGION	208	2,127,517	2,435,006	2,014,335	2,285,815
<i>Jurisdiction</i>					
City of Alexandria	19	144,910	158,759	103,835	120,538
Arlington County	19	168,807	188,316	185,003	205,567
District of Columbia	53	610,857	713,840	810,584	899,729
Fairfax County	27	332,250	418,263	318,741	378,137
Frederick County	3	20,464	26,334	30,581	33,009
Loudoun County	2	14,525	24,971	25,388	40,834
Montgomery County	53	502,374	555,855	379,921	426,616
Prince George’s County	27	283,583	292,842	136,488	152,269
Prince William County	5	49,747	55,826	24,494	29,116

Table 3: 2030 High-Capacity Transit Station Areas - One Mile Bikeshed Area Profiles

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
REGION	225	1,728,851	2,462,990	1,786,492	2,366,883
<i>Jurisdiction</i>					
City of Alexandria	21	96,526	180,128	79,366	113,000
Arlington County	19	128,555	184,528	194,380	230,329
District of Columbia	55	570,875	671,778	810,959	900,104

Improving accessibility to transit in the immediate vicinity of transit stations can attract housing, which improves connections among housing, employment locations, and commercial and entertainment centers.

FOCUSING TOGETHER ON HCTS

Building successful transit-oriented communities is an integral part of the efforts to realize many of the region's goals, as shown in Figure 2 below. Even before HCTs were identified as a focus of the region's adopted housing targets, COG's *Region Forward Vision* called for integrating land use and transportation to advance Prosperity, Accessibility, Livability, and Sustainability for all metropolitan Washington residents.

Figure 2: Summary of Impact Areas of HCT Station Area Access Improvements



Moving forward, optimizing HCTs could entail:

- Maximizing land area and using it to provide for a variety of activities (jobs, housing, shopping, entertainment, health care, education, etc.).
- Providing safe and convenient non-motorized modes access to the transit station and the activities in the immediate vicinity.
- Ensuring that area remains affordable to all sectors of the population group.

For example, all consideration that jurisdictions and agencies can give to prioritizing projects, programs, and policies to provide walk and bike access to HCTs by 2030 will contribute to bolstering the region's shared goals.

The TPB has identified and adopted, as a priority, the strategy of providing safe, affordable, sustainable, and healthy modes of non-motorized access to HCT station areas. The initiative, called Transit Access Focus Areas (TAFAs), seeks to optimize the region's complex land use and transportation system in a manner that will favorably address traffic congestion and support increased accessibility throughout the region. Although all HCTs deserve our focus, TAFAs are a subset of HCTs (49 of 225 HCTs) identified as being optimal for non-motorized enhancements.

Table 4 illustrates the many ways that improving walk and bike access to HCTs can contribute to the region's goals and targets, especially beyond transportation.

Transit-oriented communities have the potential to help the region achieve its housing, accessibility, and climate goals in an equitable manner and provide for a sustainable prosperity for all. To achieve these goals, the region should work with strategic partners—major employers, developers, and philanthropy—to re-affirm local and regional commitments and resources for focusing growth in these priority places.

WEAVING IN EQUITY

As part of the retreat briefings, staff will also highlight opportunities to address equity disparities in the region using the Equity Emphasis Area (EEA) framework. These areas have higher concentrations of low-income and/or minority populations compared with the regional average. The proximity of HCTs to EEAs is an important measure of opportunities for affordable and effective means of mobility to all people. Building on the idea that HCTs represent good locations to further optimize land use and transportation, investments in HCTs that are in or in close proximity to EEAs help ensure equitable investments are being made for all residents in the region.

Staff will also discuss how completing the National Capital Trail Network (NCTN), a network of regionwide off street trails suitable for non-motorized use, may support both the goal to optimize land use and transportation within HCTs as well as improving access to jobs for persons living in areas where equity is a concern.

More information on EEAs and the NCTN have been provided to board members for the retreat. When considered together, taking actions to optimize HCTs, further examining and addressing equity using the EEA framework, and investing in infrastructure like the completion of the NCTN can result in meaningful progress for the region in achieving its priorities and goals.

Table 4: High-Capacity Transit Station Areas – 2030 Station Profiles

No.	Region Forward Target	Transit Station Access Improvement Initiative
Prosperity		
1	Sustain an annual 2 to 4 percent growth rate in Gross Regional Product for the National Capital Region.	Improving access to transit stations can provide more balanced jobs and housing growth, which can support talent attraction and retention and improve regional economic competitiveness.
2	Improve access to vocational training and educational opportunities throughout the region.	With improved access to transit education, institutions throughout the region become more accessible.
Accessibility		
1	Beginning in 2012, capture 75 percent of the square footage of new commercial construction and 50 percent of new households in Activity Centers.	Providing safe and convenient non-motorized access to high-capacity transit stations in Activity Centers will make residential and commercial development in Activity Centers more attractive and viable.
2	Reduce daily vehicle miles (VMT) per capita.	Addressing the barriers to non-motorized access to transit will reduce auto travel and auto access to transit, thus reducing VMT per capita.
3	The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities.	With convenient walk and bike access to transit reducing auto travel and auto access of transit the performance of the roadway system will improve via reduced congestion.
4	Transportation investments will link Regional Activity Centers.	Improving access within ½ mile of the 208 high-capacity transit station areas will increase accessibility to 99 Activity Centers by 2030 – 70 percent of all Activity Centers or 98 percent of Activity Centers with high-capacity transit.
5	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan.	TPB approval of the transit station area access improvements will contribute to this regional goal.
6	By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income.	With increased walk and bicycle access to transit stations, need for auto travel/auto ownership can be reduced and reduce overall transportation costs.
7	Increase the share of walk, bike, and transit trips.	Improving walk and bike access to transit stations will contribute to all three elements of this goal.
Livability		
1	The majority of the Healthy People Goals are met by greater than half of the region's population.	The investment to connect transit stations to the communities for active modes of travel, walking and biking, will contribute to improved health. Reduced automobile travel will help decrease emissions of pollutants and improve air quality.
Sustainability		
1	By 2020, reduce regional greenhouse gas emissions by 20 percent below 2005 levels.	Increased transit usage and accessing transit stations by walking and bicycling, will help reduce fossil fuel combustion and reduce greenhouse gas emissions.
2	Beginning in 2014, the region's air quality will be improving, and ambient concentrations will be reduced below federal standards.	Increased transit usage will help reduce fossil fuel combustion and improve ambient air quality with reduced emissions of ozone forming nitrous oxides and volatile organic compounds, which lead to ozone formation.

Table 5: High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	HCT Station Area	HCT System	Regional Activity Center
Arlington County			
1	23rd and Clark	Streetcar / B R T	Crystal City
2	23rd and Crystal	Streetcar / B R T	Crystal City
3	26th and Clark	Streetcar / B R T	Crystal City
4	27th and Crystal	Streetcar / B R T	Crystal City
5	33rd and Crystal	Streetcar / B R T	Crystal City
6	Arlington Cemetery	Metro	Pentagon
7	Army Navy Dr. station	Streetcar / B R T	Pentagon City
8	Ballston-MU	Metro	Ballston
9	Clarendon	Metro	Clarendon
10	Court House	Metro	Courthouse
11	Crystal City	Metro / Commuter Rail / Streetcar / B R T	Crystal City
12	East Falls Church	Metro	Falls Church
13	Pentagon	Metro / Streetcar / B R T	Pentagon
14	Pentagon City	Metro / Streetcar / B R T	Pentagon City
15	Ronald Reagan Washington National Airport	Metro	Crystal City
16	Rosslyn	Metro	Rosslyn
17	Shirlington Transit Center	Multimodal	Shirlington
18	South Glebe Rd	Streetcar / B R T	Crystal City
19	Virginia Square-GMU	Metro	Ballston
City of Alexandria			
1	Braddock Road	Metro / Streetcar / B R T	Braddock Road Metro Area
2	Custis Ave	Streetcar / B R T	Potomac Yard
3	East Glebe Rd	Streetcar / B R T	Potomac Yard
4	Eisenhower Avenue	Metro	Carlyle-Eisenhower East
5	Fayette St	Streetcar / B R T	Braddock Road Metro Area
6	King Street-Old Town	Metro / Commuter Rail	Carlyle-Eisenhower East
7	Landmark Mall	Streetcar / B R T	Landmark-Van Dorn
8	Mark Center	Streetcar / B R T	Beauregard
9	N. Beauregard St at Fillmore Ave	Streetcar / B R T	Beauregard
10	N. Beauregard St at King St	Streetcar / B R T	Beauregard
11	N. Beauregard St at Rayburn Ave	Streetcar / B R T	Beauregard
12	N. Beauregard St at Sanger Ave	Streetcar / B R T	Beauregard
13	N. Beauregard Street at W. Braddock Rd	Streetcar / B R T	Beauregard
14	N. Van Dorn St at Homes Run Parkway	Streetcar / B R T	Landmark-Van Dorn
15	N. Van Dorn St at Sanger Ave	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
16	Potomac Ave	Streetcar / B R T	Potomac Yard
17	Potomac Yards	Metro / Streetcar / B R T	Potomac Yard
18	Reed Ave	Streetcar / B R T	Potomac Yard
19	S. Van Dorn St & Edsall Rd	Streetcar / B R T	Landmark-Van Dorn
20	Southern Towers	Streetcar / B R T	Beauregard
21	Van Dorn Street	Metro / Streetcar / B R T	Landmark-Van Dorn
City of Manassas			
1	Manassas City	Commuter Rail	Manassas
City of Manassas Park			
1	Manassas Park	Commuter Rail	Manassas Park
District of Columbia			
1	Anacostia	Metro	Poplar Point
2	Archives-Navy Memorial-Penn Quarter	Metro	Downtown DC
3	Benning & 42nd NE	Streetcar / B R T	Minnesota Ave
4	Benning & Oklahoma Ave	Streetcar / B R T	H Street
5	Benning and 19th NE	Streetcar / B R T	H Street
6	Benning and 34th NE	Streetcar / B R T	Minnesota Ave
7	Benning and Minnesota Ave	Streetcar / B R T	Minnesota Ave
8	Benning Road	Metro / Streetcar / B R T	Minnesota Ave
9	Brookland-CUA	Metro	Brookland
10	Capitol South	Metro	Capitol Hill
11	Cleveland Park	Metro	Columbia Heights
12	Columbia Heights	Metro	Columbia Heights
13	Congress Heights	Metro	St. Elizabeths
14	Deanwood	Metro	Minnesota Ave
15	Dupont Circle	Metro	Dupont
16	Eastern Market	Metro	Capitol Riverfront
17	Farragut North	Metro / Streetcar / B R T	Farragut Square
18	Farragut West	Metro / Streetcar / B R T	Farragut Square
19	Federal Center SW	Metro	Monumental Core
20	Federal Triangle	Metro	Farragut Square
21	Foggy Bottom-GWU	Metro	West End
22	Fort Totten	Metro	Fort Totten
23	Friendship Heights	Metro	Friendship Heights
24	Gallery Pl-Chinatown	Metro	Downtown DC
25	Georgia Ave-Petworth	Metro	Columbia Heights
26	H & 13 th NE	Streetcar / B R T	H Street
27	H & 3rd NE	Streetcar / B R T	NoMa
28	H & 5th NE	Streetcar / B R T	NoMa
29	H & 8th NE	Streetcar / B R T	NoMa
30	H & MD Ave	Streetcar / B R T	H Street

No.	HCT Station Area	HCT System	Regional Activity Center
31	Judiciary Square	Metro	Downtown DC
32	K & 25th NW Streetcar	Streetcar / B R T	West End
33	K & 3rd NW Streetcar	Streetcar / B R T	Downtown DC
34	K & Wisconsin Streetcar	Streetcar / B R T	Georgetown
35	Kingman Island	Streetcar / B R T	H Street
36	L'Enfant Plaza	Metro / Commuter Rail	Monumental Core
37	McPherson Square	Metro/Streetcar / B R T	Farragut Square
38	Metro Center	Metro	Farragut Square
39	Minnesota Ave	Metro	Minnesota Ave
40	Mt Vernon Square-7th St-Convention Center	Metro	Downtown DC
41	Mt. Vernon Sq. Streetcar	Streetcar / B R T	Downtown DC
42	Navy Yard-Ballpark	Metro	Southwest Waterfront
43	NOMA-Gallaudet	Metro	NoMa
44	Potomac Avenue	Metro	Stadium Armory
45	Rhode Island Ave-Brentwood	Metro	Rhode Island Ave Metro
46	Shaw-Howard U	Metro	U-14th Street Corridor
47	Smithsonian	Metro	Monumental Core
48	Stadium-Armory	Metro	Stadium Armory
49	Takoma	Metro	Takoma Park
50	Tenleytown-AU	Metro	Friendship Heights
51	U Street/African-Amer Civil War Memorial/Cardozo	Metro	U-14th Street Corridor
52	Union Station	Metro / Commuter Rail	NoMa
53	Van Ness-UDC	Metro	Not in Regional Activity Center
54	Waterfront	Metro	Monumental Core
55	Woodley Park-Zoo/Adams Morgan	Metro	Dupont
Fairfax County			
1	Backlick Road	Commuter Rail	Beltway South
2	Beacon Hill	Streetcar / B R T	Beacon-Groveton
3	Burke Center	Commuter Rail	Not in Regional Activity Center
4	Dunn Loring-Merrifield	Metro	Not in Regional Activity Center
5	Fort Belvoir	Streetcar / B R T	Fort Belvoir
6	Franconia-Springfield	Metro / Commuter Rail	Springfield
7	Greensboro	Metro	Tysons West
8	Gum Springs	Streetcar / B R T	Hybla Valley-Gum Springs
9	Gunston Rd	Streetcar / B R T	Not in Regional Activity Center
10	Herndon	Metro	Herndon
11	Huntington	Metro / Streetcar / B R T	Huntington-Penn Daw

No.	HCT Station Area	HCT System	Regional Activity Center
12	Hybla Valley	Streetcar / B R T	Hybla Valley-Gum Springs
13	Innovation Center Route 28	Metro	Fairfax Innovation Center
14	Lockheed Blvd	Streetcar / B R T	Hybla Valley-Gum Springs
15	Lorton	Commuter Rail	Fort Belvoir North Area
16	Lorton Station Blvd	Streetcar / B R T	Not in Regional Activity Center
17	McLean	Metro	Tysons East
18	Penn Daw	Streetcar / B R T	Huntington-Penn Daw
19	Pohick Rd	Streetcar / B R T	Fort Belvoir
20	Reston Town Center	Metro	Reston Town Center
21	Rolling Road	Commuter Rail	Not in Regional Activity Center
22	South County	Streetcar / B R T	Not in Regional Activity Center
23	Spring Hill	Metro	Tysons West
24	Tysons Corner	Metro	Tysons Central 123
25	Vienna-Fairfax-GMU	Metro	Vienna
26	West Falls Church-VT-UVA	Metro	Not in Regional Activity Center
27	Wiehle-Reston East	Metro	Wiehle-Reston East
28	Woodlawn	Streetcar / B R T	Fort Belvoir
Frederick County			
1	Brunswick	Commuter Rail	Brunswick
2	Frederick	Commuter Rail	East Frederick Rising
3	Monocacy/I-270	Commuter Rail	Francis Scott Key Mall
4	Point of Rocks	Commuter Rail	Not in Regional Activity Center
5	Ashburn	Metro	Ashburn Station
6	Dulles Airport	Metro	Not in Regional Activity Center
7	Loudoun Gateway	Metro	Loudoun Gateway Station
Montgomery County			
1	Aspen Hill Rd BRT	Streetcar / B R T	Rockville Twinbrook
2	Barnesville	Commuter Rail	Not in Regional Activity Center
3	Bethesda	Metro / Light Rail / B R T	Bethesda
4	Boyd	Commuter Rail	Not in Regional Activity Center
5	Briggs Chaney PNR BRT	Streetcar / B R T	Not in Regional Activity Center
6	Broadwood Dr BRT	Streetcar / B R T	Rockville Twinbrook
7	Burnt Mills BRT	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
8	Burtonsville PNR BRT	Streetcar / B R T	Not in Regional Activity Center
9	Castle Ridge BRT	Streetcar / B R T	Not in Regional Activity Center
10	Connecticut Avenue	Light Rail	NIH-Walter Reed
11	Crown Farm	Streetcar / B R T	Life Sciences Center-Gaithersburg
12	Dale Drive	Light Rail	Silver Spring
13	DANAC	Streetcar / B R T	Life Sciences Center-Gaithersburg
14	Dickerson	Commuter Rail	Not in Regional Activity Center
15	East Gaither	Streetcar / B R T	Rockville King Farm Research Center
16	Fenton Street BRT	Streetcar / B R T	Silver Spring
17	Firstfield	Streetcar / B R T	Gaithersburg Metropolitan Grove
18	Forest Glen	Metro	Silver Spring
19	Gaithersburg	Commuter Rail	Gaithersburg Central
20	Garrett Park	Commuter Rail	White Flint
21	Germantown	Commuter Rail	Germantown
22	Glenmont	Metro	Glenmont
23	Grosvenor-Strathmore	Metro	Grosvenor
24	Kensington	Commuter Rail	Kensington
25	Kentlands	Streetcar / B R T	Gaithersburg Kentlands
26	Long Branch	Light Rail	Takoma Park
27	LSC Central	Streetcar / B R T	Life Sciences Center-Gaithersburg
28	LSC West	Streetcar / B R T	Life Sciences Center-Gaithersburg
29	Lyttonsville	Light Rail	Silver Spring
30	Manchester Place	Light Rail	Silver Spring
31	MD 185 Connecticut Ave BRT	Streetcar / B R T	Not in Regional Activity Center
32	MD 193 University Blvd BRT	Streetcar / B R T	Wheaton
33	MD 28 First St BRT	Streetcar / B R T	Rockville Twinbrook
34	Medical Center	Metro	NIH-Walter Reed
35	Metropolitan Grove	Commuter Rail / Streetcar / B R T	Gaithersburg Metropolitan Grove
36	Montgomery College BRT	Streetcar / B R T	Rockville Montgomery College
37	Newport Mill Rd BRT	Streetcar / B R T	Kensington

No.	HCT Station Area	HCT System	Regional Activity Center
38	NIST	Streetcar / B R T	Gaithersburg Kentlands
39	Oak Leaf Drive BRT	Streetcar / B R T	White Oak-FDA
40	Parkland Dr BRT	Streetcar / B R T	Rockville Twinbrook
41	Piney Branch Road	Light Rail	Langley Park
42	Randolph Rd BRT	Streetcar / B R T	White Flint
43	Rockville	Metro / Commuter Rail / B R T	Rockville Town Center
44	Shady Grove	Metro / Streetcar / B R T	Rockville King Farm-Research Center
45	Silver Spring	Metro / Commuter Rail / Light Rail / B R T	Silver Spring
46	Silver Spring Library	Light Rail	Silver Spring
47	Stewart Lane BRT	Streetcar / B R T	White Oak-FDA
48	Tech Road BRT	Streetcar / B R T	White Oak-FDA
49	Traville Gateway Dr.	Streetcar / B R T	Life Sciences Center-Gaithersburg
50	Twinbrook	Metro	Rockville Twinbrook
51	Twinbrook Pkwy BRT	Streetcar / B R T	Rockville Twinbrook
52	Universities at Shady Grove	Streetcar / B R T	Life Sciences Center-Gaithersburg
53	University Blvd BRT	Streetcar / B R T	Not in Regional Activity Center
54	Washington Grove	Commuter Rail	Rockville King Farm-Research Center
55	West Gaither	Streetcar / B R T	Rockville King Farm-Research Center
56	Wheaton	Metro / Streetcar / B R T	Wheaton
57	White Flint	Metro	White Flint
58	White Oak Transit Center BRT	Streetcar / B R T	Not in Regional Activity Center
59	Woodside	Light Rail	Silver Spring
Prince George's County			
1	Addison Road-Seat Pleasant	Metro	Not in Regional Activity Center
2	Annapolis Road	Light Rail	New Carrollton
3	Bowie State	Commuter Rail	Bowie MARC
4	Branch Ave	Metro	Branch Ave
5	Capitol Heights	Metro	Capitol Heights-Addison Road
6	Cheverly	Metro	Landover Metro
7	College Park - U of MD	Metro/Commuter Rail /Light Rail	College Park
8	East Campus	Light Rail	Not in Regional Activity Center
9	Greenbelt	Metro / Commuter Rail	Greenbelt
10	Landover	Metro	Landover Metro

No.	HCT Station Area	HCT System	Regional Activity Center
11	Largo Town Center	Metro	Largo Town Center-Morgan Blvd
12	Laurel	Commuter Rail	Not in Regional Activity Center
13	Morgan Boulevard	Metro	Not in Regional Activity Center
14	M-Square	Light Rail	College Park
15	Muirkirk	Commuter Rail	Konterra
16	Naylor Road	Metro	Naylor-Southern Ave
17	New Carrollton	Metro / Commuter Rail	New Carrollton
18	Prince George's Plaza	Metro	Prince George's Plaza
19	Riggs Road	Light Rail	Langley Park
20	Riverdale	Commuter Rail	College Park
21	Riverdale Park	Light Rail	College Park
22	Riverdale Road	Light Rail	New Carrollton
23	Seabrook	Commuter Rail	Not in Regional Activity Center
24	Southern Avenue	Metro	Naylor-Southern Ave
25	Suitland	Metro	Suitland
26	Takoma/Langley Transit Center	Light Rail	Langley Park
27	UM Campus Center	Light Rail	Not in Regional Activity Center
28	West Campus	Light Rail	College Park
29	West Hyattsville	Metro	West Hyattsville Metro
Prince William County			
1	Potomac Shores	Commuter Rail	Potomac Shores
2	Quantico	Commuter Rail	Not in Regional Activity Center
3	Rippon	Commuter Rail	Not in Regional Activity Center
4	Woodbridge	Commuter Rail / Streetcar / B R T	North Woodbridge
5	Broad Run/Airport	Commuter Rail	Manassas Regional Airport

Notes: Stations areas identified by the TPB as focus areas for implanting access improvements projects are in bold font.

* "Multi system" indicates that more than one type of transit service is available at the station.

MORE: mwcog.org/highcapacitytransit



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

RESOLUTION ENDORSING HIGH-CAPACITY TRANSIT STATION AREAS AS A KEY PLANNING CONCEPT
AND TOOL TO INFORM DECISION MAKING AND ACTION

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which has guided the region's evolution over the past two decades into a national leader in transit-oriented development; and

WHEREAS, the region has adopted a set of goals and targets to realize its aspiration for an equitable, prosperous, and sustainable region including in the areas of housing, climate change, and accessibility; and

WHEREAS, the COG Board has articulated building transit-oriented communities as a multi-sectoral planning priority to achieve multiple regional goals including those in housing, climate change, and accessibility; and

WHEREAS, the region's Transportation Planning Board (TPB) in 2018 identified the need for additional housing units and bringing housing closer to jobs as land use and transportation strategies to advance the region's accessibility and climate change goals while also optimizing transportation system performance, and recommended that COG advance land use solutions to address this need; and

WHEREAS, in 2019 the COG Board adopted regional housing amount, accessibility, and affordability targets, stating that at least 320,000 housing units should be added in the region by 2030, with at least 75 percent built in Regional Activity Centers (RACs) or near High-Capacity Transit Station Areas (HCTs), and 75 percent accessible to low- to middle-income households; and

WHEREAS, the region has a well-established system of HCTs that includes heavy urban and commuter rail, light rail, streetcar, and Bus Rapid Transit (BRT) services; and

WHEREAS, local governments have supported these HCTs through their zoning and land use planning decisions, identifying them as good locations to concentrate future growth to promote desirable development patterns; and

WHEREAS, the TPB has identified 225 areas (occupying just 10 percent of the region's land area), which currently serve as or are planned to serve as HCTs by 2030 (to be updated periodically), as opportune locations to optimize land use and transportation system connectivity; and

WHEREAS, the COG draft Round 9.2 Cooperative Forecasts project that between 2020 and 2030 the region will add 406,000 jobs to the existing 3.4 million, 592,000 more residents to the existing 5.7 million, and 250,000 more households to the existing 2.1 million, and further that 55 percent of new job growth, 39 percent of new population growth, and 42 percent of new household growth will occur within one-half mile of the 225 HCT stations; and

WHEREAS, at the COG Leadership Retreat in July 2021, the board engaged in discussions on optimizing land use around the 225 HCTs, and connecting them to their surrounding communities, both to get the most out of the infrastructure investments already made and to build successful mixed-use, mixed-income transit-oriented communities as a means to achieve the region's housing, climate change, and accessibility goals in an equitable manner; and

WHEREAS, optimizing the land use in HCTs means building equitable and successful communities that have a variety of services and amenities, within walk, bike, or micro-transit distances, such as housing that is affordable at all income levels, jobs, access to fresh food, health services, education, and other needs through mixed-land use; and

WHEREAS, optimizing the land use in HCTs also means providing the community with safe and convenient access to HCTs, particularly those within an RAC, which can increase transit usage, reduce household transportation costs, particularly to the transit-dependent population groups, and provide a wider range of travel options for residents and workers (particularly essential workers); and

WHEREAS, the TPB has further identified two specific initiatives that support both the goal to provide better connectivity within and between transit-oriented communities and access to HCTs, one which includes removing barriers to walking to the HCT stations and the second to complete the National Capital Trail Network (NCTN), a 1,400 mile network of region-wide trails suitable for non-motorized use, of which about 50 percent exists today; and

WHEREAS, to plan for the expected growth in the region in a way that advances multiple regional goals and prioritizes opportunities for affordable and effective means of mobility for all people, the region must optimize its land use and transportation systems to develop communities that leverage current and planned assets.

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

1. HCTs should be prioritized for special consideration in land use and transportation planning and programming decision making at local and regional levels to achieve our housing, accessibility, transportation, and climate change goals in an equitable manner.
2. COG committees and staff should discuss and consider strategies, as appropriate, to optimize land use and transportation systems in and around HCTs anticipated by 2030, in regional planning and programming activities.
3. Local governments should commit to provide safe and convenient walk, bike, and micro-transit access to HCTs as a means to make transit a viable mode of travel for all trip purposes and reduce automobile travel and related greenhouse gas emissions.

4. Local governments should commit to complete the NCTN as a means to connect communities in and around HCTs and provide active modes of transportation to access a variety of economic opportunities and help reduce automobile travel and related greenhouse gas emissions.
5. Local governments should strongly consider adopting local resolutions committing to optimizing access improvements to HCTs, including completing the NCTN, in all local planning efforts.



MEMORANDUM

TO: COG Board of Directors
FROM: Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning
Paul DesJardin, COG Community Planning and Services Director
Timothy Canan, COG Planning Data and Research Program Director
SUBJECT: Equity Emphasis Areas
DATE: July 19, 2021

SUMMARY

The National Capital Region Transportation Planning Board (TPB) approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. As part of that update, the TPB considered the effects of the plan's proposed projects, programs, and policies on low-income and minority residents in accordance with new federal regulations.

To perform this assessment, the TPB developed a methodology to identify census tracts in the region that contain higher concentrations of low-income or minority residents compared to the rest of the region. The methodology revealed that approximately 350 of the 1,222 census tracts across the region met these criteria and were identified as **Equity Emphasis Areas (EEAs)**. Figure 1 identifies the location of the EEAs throughout the region.

Beyond the long-range transportation plan, EEAs can be applied in various additional ways to consider equity and inform regional decisions and actions. For example, the TPB also uses EEAs as selection criteria in all its grant programs that fund planning for access to transit stations, improving roadway safety, alternative modes of travel, and connecting land use and the transportation system.

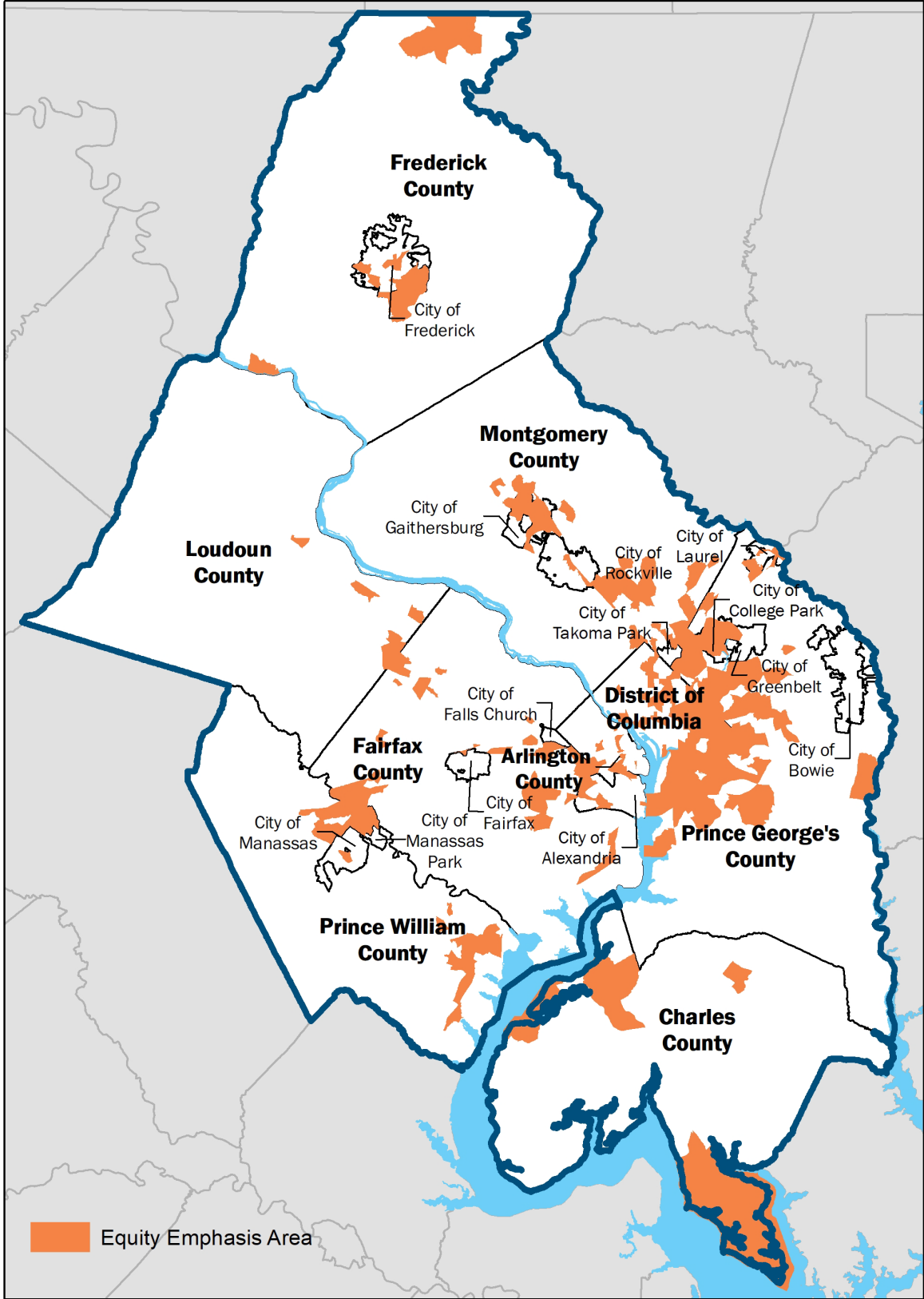
During the 2021 Leadership Retreat, members will consider how EEAs can be used to advance racial equity in additional planning and program areas. Staff will demonstrate how EEAs can be used to examine other equity factors, including educational attainment, economic independence, housing, language proficiency, transportation accessibility and safety, among others.

The memo provides a more in-depth look at the methodology used to develop EEAs and highlights opportunities for using the EEAs in other local and regional planning, project implementation, and decision making.

At the retreat, members will consider EEAs as an analytical framework for local and regional decision making in the areas of land use, transportation, and much more.

EEAs can potentially assist member governments with weaving equity into all that they do and help realize our shared vision for a more prosperous, accessible, livable, and sustainable region for all area residents.

Figure 1: Equity Emphasis Areas



BACKGROUND

Methodology

The methodology developed by TPB to identify EEAs is an enhanced approach to what is required for the Title VI/Environmental Justice Analysis, and relies on the most recently available five-year data from the U.S. Census Bureau American Community Survey (ACS) on income, race, and ethnicity to determine which census tracts have concentrations of low-income populations, minority populations, or both, higher than the average concentration in the TPB planning area. Data from the ACS for each of the following four population groups is used:

- Low Income¹
- Black or African American²
- Asian³, and
- Hispanic or Latino⁴

Federal guidance defines the following three fundamental Environmental Justice (EJ) principles that serve as the guiding principles for EJ analysis:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Executive Order 12898 on US DOT's EJ analysis further defines a "disproportionately high and adverse effect on minority and low-income populations" as an effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The above could serve as the minimum framework for outcomes of an equity analysis within any area of local or regional decision making.

¹ Individuals with household income less than one-and-a-half times the federal government's official poverty threshold, depending on household size.

² A person having origins in any of the Black racial groups of Africa.

³ A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

⁴ A person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin regardless of race

The metropolitan Washington regional planning area covers slightly more than 3,500 square miles and includes 24 jurisdictions. This planning area includes dense urban areas, such as the District of Columbia, and relatively rural outer suburban locations, such as Frederick County. In addition, the demographics and built environment vary widely throughout the region.

Given the variation in land area, its use, and population among the various census tracts within the planning area, Index Scores were developed and assigned to each tract to help provide a standard basis to determine areas with high concentration of the four population groups previously identified. Index scores are assigned to each population group by first calculating the proportion of these four groups within each census tract and then determining the ratio of the tract's concentration to that of the region's ⁵ concentration for the group. Tracts are identified as EEAs if one of three criteria are met:

1. Tract has a concentration of individuals identified as low-income more than one-and-a-half times the regional average.
2. Tract has high concentration for two or more minority population groups.
3. Tract has high concentration of at least one minority population group and the concentration of individuals identified as low income that is at or above the region's average.

The Region's EEAs

Figure 1 displays the EEA map developed by the TPB as part of its 2018 long-range transportation plan using ACS 5-year estimates from 2012-2016. Of the 1,231 census tracts in the TPB planning area, 1,222 were analyzed (nine were not as they did not have people residing in them or had no reliable population estimates, ex., Dulles Airport, National Mall, etc.) and 351 met the criteria and were designated as EEAs. The 351 EEAs occupy 341 square miles of the total 3,558 square miles covering the TPB planning area.

Per the ACS data, the total population in the TPB planning area was 5.6 million persons, of which 1.6 million persons resided in EEAs. The analysis will be updated, and the EEA maps revised in conjunction with each major long-range transportation plan update using the latest ACS data.

Table 1 provides the total population of TPB member jurisdictions and the population of those jurisdictions residing in EEAs using more recent ACS 5-year estimates. Additional information on EEAs and the methodology and analysis can be found here: mwcog.org/equityemphasisareas.

⁵ Region is defined as the TPB Planning Area: mwcog.org/TPB

Table 1: Breakdown of Jurisdiction and EEA population

Equity Emphasis Areas per Jurisdiction			
TPB Planning Area Jurisdiction	Number of EEAs	Total	Population within EEAs
District of Columbia	97	692,625	373,236
Charles County	5	159,428	17,979
Frederick County	9	251,422	40,271
Montgomery County	49	1,043,530	259,093
Prince George's County	103	908,670	413,340
Maryland Subtotal	166	2,363,050	730,683
City of Alexandria	9	157,613	45,274
Arlington County	12	233,460	47,013
Fairfax County	43	1,145,857	215,246
City of Fairfax	0	23,531	0
City of Falls Church	0	14,128	0
Loudoun County	5	395,134	27,437
City of Manassas	1	41,174	7,609
City of Manassas Park	1	16,986	7,291
Prince William County	17	467,886	103,940
Fauquier Co. UZA portion	0	35,928	0
Virginia Subtotal	88	2,531,697	453,810
Total	351	5,587,372	1,557,729

Source: ACS 2015-2019 Data

BROADER APPLICATIONS OF EEAS

Advancing equity among traditionally underserved communities is a key principle for many working in local and regional planning and decision making in the region. Racial equity is a fundamental value for COG, affirmed by the Board of Directors in a resolution in July 2020:

“The Board affirms that our work together as the Metropolitan Washington Council of Governments will be anti-racist and will advance equity; and The Board affirms that Equity will be woven into COG’s Region Forward Vision to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents and throughout COG’s analyses, operations, procurement, programs, and priorities.”

The 351 EEAs can be useful in informing discussions on equity in other social and community planning activities in housing, health, public safety, education, economic opportunities, and more.

For example, the impact on EEAs could be used for determining the best location of additional housing, climate planning initiatives, tree canopy planning, and food security programming. Moreover, additional data can be examined inside EEAs and in areas outside of EEAs to cultivate a deeper understanding on the nature and magnitude of equity disparities throughout the region and help inform important policy discussions that seek to address them.

While the TPB is required to examine disproportional impacts of long-range transportation plans on low-income and minority residents, there are numerous other equity considerations that can be taken into account. Other data sources are available at the census tract level. These include information on factors such as households on food stamp assistance programs, persons with limited proficiency in English, single-parent households, levels of education achieved, and the cost of rent as a percentage of annual income. In addition, the TPB recently conducted a study on traffic safety in the region. As part of the study, data on fatal crashes were compiled and analyzed at the census tract level, providing information on traffic safety inside and outside of EEAs.

These additional factors can provide much broader understanding of the disparities present in the region’s communities and signal a need to take actions that address them.

WORKING TOGETHER TO ENHANCE EEAS

At the retreat, members will consider whether EEAs should be used in local and regional decision making as means to achieve their shared vision for a more prosperous, accessible, livable, and sustainable region for all, including addressing inequities in the areas of accessibility, quality of life, safety, and more.

As part of the retreat briefings, staff will highlight opportunities for optimizing land use and transportation in High-Capacity Transit Station Areas (HCTs), including by completing the National Capital Trail Network (NCTN), which can help improve accessibility of residents to jobs. When considering these opportunities, better understanding the relationship between EEAs and HCTs can further assist and inform decisions that will cultivate improved access of residents in EEAs to these jobs through investments in infrastructure like the NCTN.

More information on HCTs and the NCTN have also been provided to board members for the retreat. When considered together, taking actions to optimize HCTs, further examining and addressing equity using the EEA framework, and investing in the completion of the NCTN can result in meaningful progress for the region in achieving its priorities and goals.

MORE: mwcog.org/equityemphasisareas

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

RESOLUTION ENDORSING EQUITY EMPHASIS AREAS AS A KEY PLANNING CONCEPT AND TOOL TO
INFORM DECISION MAKING AND ACTION

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, in July 2020 the COG Board passed Resolution R26-2020, affirming that its work together will be anti-racist and will advance equity, and that equity will be woven into COG's *Region Forward Vision* to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents and throughout COG's analyses, operations, procurement, programs, and priorities; and

WHEREAS, in 2018 the Transportation Planning Board (TPB) adopted a methodology to identify census tracts in the region that contain higher concentrations of low-income or racial or ethnic minorities compared to the rest of the region, to ensure its long-range plan does not have disproportionate adverse impacts on these communities; and

WHEREAS, the most recent analysis revealed that 351 of the 1,222 census tracts across the region (a number that will be updated periodically) meet the adopted low-income and racial or ethnic minority concentration thresholds and have been identified as Equity Emphasis Areas (EEAs); and

WHEREAS, these 351 EEAs constitute about 10 percent of the region's land area and house about 30 percent of the region's population, with 214 EEAs located within one-half mile of High-Capacity Transit Station Areas (HCTs) and 340 located within one mile of a Regional Activity Center (RAC); and

WHEREAS, COG's multi-faceted regional planning efforts extend beyond transportation and include housing, health, and environment; and

WHEREAS, at the COG Leadership Retreat in July 2021 the board took an in-depth look at the TPB's EEA designations and engaged in discussions on how EEAs can be used to advance racial equity in local and regional planning, project implementation, and decision making across all sectors of COG work; and

WHEREAS, given COG's commitment to integrate equity considerations in all of its work activities, using the EEA planning construct along with the RACs and HCTs is a way to enable equity considerations in land use and environment and transportation planning to advance the region's housing, transportation, and climate change goals; and

WHEREAS, COG member jurisdictions could also use EEAs in a wide range of their jurisdictional activities and services such as housing, education/employment opportunities, environment, and livability, to cultivate a deeper understanding of the nature and magnitude of equity disparities across their jurisdiction and help inform important policy discussions that seek to address disparities.

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

1. EEAs should be prioritized for special consideration in regional and local planning and decision making as a means to further the *Region Forward Vision* for an accessible, livable, sustainable, and prosperous region.
2. COG committees and staff should explore and implement strategies, as appropriate, to further incorporate the consideration of EEAs in planning areas including but not limited to transportation, land-use, housing, climate, and water resources and COG should serve as a forum to elevate the conversation around these topics to provide regional thought leadership and demonstrate the connection between equity and greater prosperity for all.
3. Local governments should prioritize efforts that provide safe and convenient walk, bicycle, and micro-transit access to all of the HCTs and to complete the National Capital Trail Network as a means to provide enhanced mobility and accessibility options to the traditionally underserved population groups in the EEAs.
4. Local governments should consider adopting local resolutions committing to prioritizing EEAs identified within their jurisdiction.

AGENDA ITEM #11

Housing Affordability Planning Grants Program (New)



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Housing Affordability Planning Program
DATE: October 6, 2021

In October, the COG Board of Directors will consider endorsing High-Capacity Transit Station Areas (HCTs) and Equity Emphasis Areas (EEAs) as key planning concepts and tools to inform regional and local decision making and action. These actions will help the region work toward building transit-oriented communities, which in turn will help manage future growth and achieve multiple regional goals, including those related to housing, transportation, and climate change.

At the same meeting, the COG Board will then have an opportunity to put these planning concepts immediately to work by authorizing a new COG Housing Affordability Planning Program (HAPP). This grant program will award a total of \$500,000 to area local governments and non-profit developers for projects and studies that contribute to and support preservation and creation of housing near high-capacity transit and accessible to those with lower incomes.

COG has extensive experience overseeing successful programs that provide technical assistance for local projects across the region, including the Transit Within Reach Program, Transportation Land Use Connections program, and Regional Roadway Safety Program.

You will find more details about HAPP in attachments that follow; I look forward to discussing this opportunity with you at the upcoming meeting. By creating inclusive, transit-oriented communities alongside strategic partners, the region will work toward sustainable prosperity for all.

ATTACHMENTS

- Proposed Housing Affordability Planning Program Description



HOUSING AFFORDABILITY PLANNING PROGRAM

The Metropolitan Washington Council of Governments (COG) and its member governments are shaping a better region, and have adopted shared goals on housing, transportation, and climate. Building transit-oriented communities with increased housing availability for lower income households is an integral part of realizing these shared goals. This strategy has the potential to address inequities in access to transportation, education, and economic opportunity, all while reducing emissions, among many other co-benefits. COG's Housing Affordability Planning Program (HAPP) will advance this vision.

HAPP GRANTS

HAPP will award **small, flexible grants of up to \$75,000** to area local governments and non-profit developers (applying in coordination with a local jurisdiction) engaged in the planning, approval, or development of housing around transit stations. COG will award a total of \$500,000 in grant funding.

POTENTIAL PROJECTS & CRITERIA

Grants will assist with a variety of housing pre-development, project implementation activities, or housing policy studies that have the potential to create greater housing opportunities near transit that is accessible to those with lower incomes.

Potential grant applications could include support for the following:

- Market studies to assess the feasibility of increasing the term of a proposed affordability covenant for a development near transit;
- Financial feasibility analysis to increase total units or deepen affordability targets for a proposed project near transit;
- Concept plan drawings to support an application for Low-Income Housing Tax Credits or community meetings; or
- Assessment of zoning changes or incentives to allow for increased affordability or density near transit areas.

Projects must help advance the COG Board's vision for the region by increasing housing near High-Capacity Transit (HCTs) and increasing the amount of housing units affordable to low- and middle-income households. Special consideration will be given to projects in proximity to an Equity Emphasis Area (EEAs) or Activity Center.

NEXT STEPS

Following COG Board endorsement, COG will finalize program details then initiate a solicitation process. An expert advisory panel and COG staff will review application submissions and recommend projects to the COG Board of Directors for approval. Successful applicants will enter into a formal agreement with COG; the project timeline would not exceed 12 months.

CONTACT:

Kanti Srikanth, COG Deputy Executive Director, ksrikanth@mwkog.org

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

RESOLUTION ENDORSING THE CREATION OF A HOUSING AFFORDABILITY PLANNING PROGRAM

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which has guided the region's evolution over the past two decades into a national leader in transit-oriented development; and

WHEREAS, the COG Board has articulated building transit-oriented communities as a multi-sectoral planning priority to achieve multiple regional goals; and

WHEREAS, in 2019 the COG Board adopted regional housing targets, critical to creating these transit-oriented communities, stating that at least 320,000 new housing units should be added in the region by 2030, with at least 75 percent built in Activity Centers or near High-Capacity Transit Station Areas (HCTs), and 75 percent accessible to low- to middle-income households; and

WHEREAS, increasing housing availability for lower income households has the potential to address inequities in access to transportation, education, and economic opportunity, all while reducing emissions, among many other co-benefits; and

WHEREAS, creating a Housing Affordability Planning Program (HAPP), administered by COG, will advance these goals by awarding small, flexible grants of up to \$75,000 to area local governments and non-profit developers (applying in coordination with a local jurisdiction) engaged in the planning, approval, or development of housing around transit stations; and

WHEREAS, HAPP will expend a total of \$500,000 to assist with a variety of housing pre-development, project implementation activities, or housing policy studies that have the potential to create greater housing opportunities near transit that is accessible to those with lower incomes; and

WHEREAS, projects will advance the COG Board's vision for the region by increasing housing near High-Capacity Transit (HCTs) and increasing the amount of housing units affordable to lower income households. Special consideration will be given to projects in proximity to an Equity Emphasis Area (EEAs) or Activity Center.

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

The COG Board authorizes the creation of a COG Housing Affordability Planning Program (HAPP) and authorizes the Executive Director, or his designee, to receive and expend grant funding in the amount of \$500,000 from Amazon's Housing Equity Fund and initiate a solicitation process to distribute the funding in HAPP grants of up to \$75,000.

AGENDA ITEM #12

REGIONAL CRIME REPORT

ANNUAL REPORT ON CRIME & CRIME CONTROL

Evaluating crime trends in metropolitan Washington in 2020 and the regional initiatives by law enforcement to combat crime

October 2021



Metropolitan Washington
Council of Governments

ANNUAL REPORT ON CRIME AND CRIME CONTROL

Prepared for the COG Board of Directors on behalf of the COG Police Chiefs Committee.
September 2021

ABOUT COG

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

CREDITS

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

Cover photo: Police officers close the Tidal Basin during the week of peak bloom for the cherry blossoms due to the COVID-19 pandemic. Cherry Blossoms 2020 (Ferguson/Flickr).

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

TABLE OF CONTENTS

MESSAGE FROM THE CHAIRMAN.....	1
INTRODUCTION.....	2
PART I/PART A OFFENSES.....	2
CRIME TRENDS IN THE NATIONAL CAPITAL REGION.....	7
REGIONAL LAW ENFORCEMENT INITIATIVES.....	10
CONCLUSION.....	12
IN MEMORIAM.....	13
APPENDIX: OFFENSES BY JURISDICTION.....	14
COG POLICE CHIEFS COMMITTEE.....	18

FIGURES AND TABLES

FIGURE 1: TOTAL PART I/PART A OFFENSES, NATIONAL CAPITAL REGION, 2016-2020	2
TABLE 1: PART I/PART A OFFENSES BY COG MEMBER JURISDICTION, 2020	3
TABLE 2: PART I/PART A OFFENSES FOR ASSOCIATE MEMBERS, 2020	4
TABLE 3: ARRESTS FOR COG MEMBER JURISDICTION, 2020	5
TABLE 4: ARRESTS ASSOCIATE MEMBERS, 2020	6
FIGURE 2: HISTORICAL PROPERTY CRIME TRENDS, NATIONAL CAPITAL REGION	7
FIGURE 3: HISTORICAL VIOLENT CRIME TRENDS, NATIONAL CAPITAL REGION	7
FIGURE 4: CRIME RATE PER CAPITA, 2016-2020	8
TABLE 5: CALLS FOR SERVICE AND STAFFING, NATIONAL CAPITAL REGION, 2020	9

MESSAGE FROM THE CHAIRMAN



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

Authored by the Police Investigative Commanders Subcommittee, the report collects crime statistics from the 24 primary COG jurisdictions, as well as neighboring jurisdictions and from federal law enforcement agencies. The beginning of the report illustrates the 2020 crime statistics and compares the offenses and arrests against the prior five years of data. The

second section of the report highlights the COG Police Subcommittees' work and the regional initiatives combatting crime in the region.

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

Russell E. Hamill, III, Chief of Police, Laurel Police Department
Department Chair, COG Police Chief Committee

INTRODUCTION

The Metropolitan Washington Council of Governments' (COG) Annual Report on Crime and Crime Control is based on crime statistics reported by 23 COG jurisdictions.¹ The crime report also includes statistics from neighboring jurisdictions and federal law enforcement agencies to highlight the trends throughout the region. This annual report, compiled by COG's Police Chiefs Committee, begins by focusing on Part I/Part A Offenses as defined by the Federal Bureau of Investigation (FBI) primarily collected using the following reporting methods:

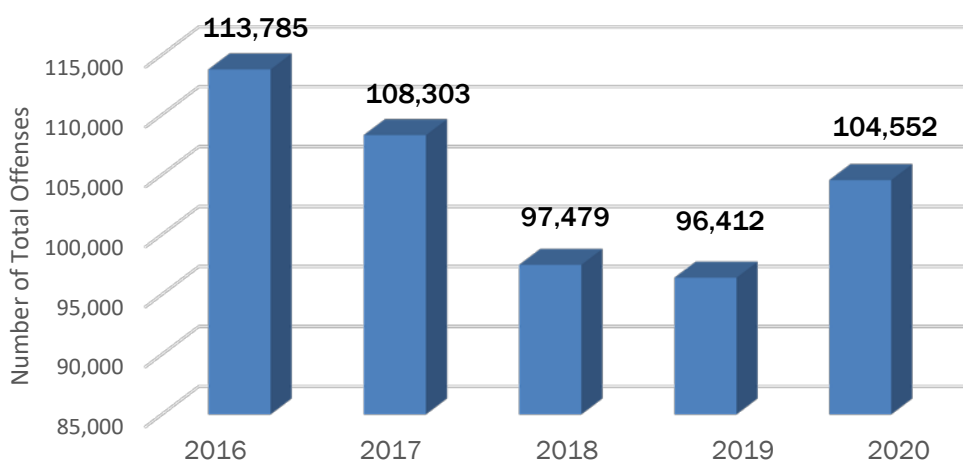
- Uniform Crime Reporting (UCR) Program, and
- National Incident Based Reporting System (NIBRS)

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

PART I/PART A OFFENSES

In 2020, the NCR saw an increase in the total number of Part I/Part A Offenses over the previous two years. There was an 8.4 percent increase in 2020 from 2019. Figure 1 demonstrates the five-year trend, with an overall increase of 8,140 reported offenses between 2019 and 2020 in the NCR.

Figure 1: Total Part I/Part A Offenses, National Capital Region, 2016-2020



¹ The Town of Bladensburg, Maryland did not report statistics for 2020.

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

Table 1: Part I/Part A Offenses by COG Member Jurisdiction, 2020

COG Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Offenses	Crimes Per 1,000	Population
Metropolitan (D.C.)	Other	198	169	1,998	1,628	1,444	19,228	3,275	27,940	40.5	689,545
City of Bowie	UCR	1	11	19	46	68	560	43	748	18.8	39,765
Charles County	UCR	16	47	83	349	244	1,417	187	2,343	14.4	163,257
Frederick County	UCR	5	15	18	108	109	848	30	1,133	4.4	259,547
City of Frederick	UCR	4	26	47	175	116	943	70	1,381	18.3	75,281
City of Gaithersburg	NIBRS	1	42	35	105	105	1,104	87	1,479	21.1	70,242
City of Greenbelt	UCR	4	10	54	73	71	614	71	897	38.0	23,612
City of Hyattsville	NIBRS	1	3	53	34	72	662	68	893	48.3	18,500
City of Laurel	UCR	0	12	23	12	55	537	75	714	25.4	28,130
Montgomery County	NIBRS	19	374	470	820	1,331	12,503	1167	16,684	15.7	1,062,061
Prince George's County	UCR	94	193	962	1,061	1,220	7,553	2,375	13,458	14.8	909,035
City of Rockville	NIBRS	2	15	33	53	92	841	68	1,104	16.2	68,000
City of Takoma Park	UCR	2	7	29	25	35	421	32	551	31.5	17,500
City of Alexandria	NIBRS	3	12	87	208	126	2,473	359	3,268	20.5	159,428
Arlington County	NIBRS	3	32	117	210	150	2,729	323	3,564	15.0	237,521
City of Fairfax	NIBRS	0	4	12	3	36	345	34	434	17.7	24,574
Fairfax County	NIBRS	15	224	314	3662	621	11,891	1283	18,010	16.6	1,081,726
City of Falls Church	NIBRS	1	3	5	12	17	182	29	249	14.2	17,486
Town of Leesburg	NIBRS	1	2	21	83	36	485	20	648	12.1	53,727
Loudoun County	NIBRS	1	48	32	128	145	1,940	149	2,443	5.8	420,560
City of Manassas	NIBRS	1	18	30	67	48	582	52	798	18.5	43,099
City of Manassas Park	NIBRS	0	8	6	13	8	116	20	171	10.2	16,752
Prince William County	NIBRS	8	56	145	716	397	3,897	423	5,642	12.1	467,935
TOTAL		380	1331	4,593	9,591	6,546	71,871	10240	104,552	17.6	5,947,283

Table 2: Part I/Part A Offenses for Associate Members, 2020

Associate Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Offenses	Population
Fauquier County	NIBRS	3	18	7	21	34	148	23	254	71,222
MNCPPC (Prince George's County)	NIBRS	1	2	19	30	16	67	3	138	NA
Maryland State	UCR	0	0	0	1	0	0	1	2	NA
Metro Transit	NIBRS	3	3	165	123	1	413	29	737	NA
Metropolitan Washington Airports Authority	NIBRS	0	0	0	0	0	185	144	329	NA
U.S. Capitol	Other	0	0	5	8	0	30	15	58	NA
U.S. Park	UCR	0	2	24	25	7	118	11	187	NA
TOTAL		7	25	220	208	58	961	226	1,705	71,222

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

Table 3: Arrests for COG Member Jurisdiction, 2020

COG Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Arrests
Metropolitan (D.C.)	Other	114	35	463	614	239	834	78	2,377
City of Bowie	UCR	1	4	2	11	6	39	9	72
Charles County	UCR	15	16	54	146	92	433	65	821
Frederick County	UCR	7	1	14	41	43	244	10	360
City of Frederick	UCR	4	7	31	110	46	155	6	359
City of Gaithersburg	NIBRS	0	12	11	40	28	131	10	232
City of Greenbelt	UCR	3	4	4	24	18	25	7	85
City of Hyattsville	NIBRS	0*	0	12	8	7	123	3	153
City of Laurel	UCR	0	1	3	11	6	9	1	31
Montgomery County	NIBRS	14	84	217	321	357	1,423	191	2,607
Prince George's County	UCR	53	49	291	294	126	640	156	1,609
City of Rockville	NIBRS	2	8	15	23	10	112	16	186
City of Takoma Park	UCR	1	2	22	9	12	33	0	79
City of Alexandria	NIBRS	2	10	41	128	25	341	26	573
Arlington County	NIBRS	3	2	23	58	30	277	16	409
City of Fairfax	NIBRS	0	0	13	10	3	47	1	74
Fairfax County	NIBRS	8	132	105	3,085	212	2,616	238	6,396
City of Falls Church	NIBRS	1	0	0	1	1	13	1	17
Town of Leesburg	NIBRS	1	0	5	25	6	64	3	104
Loudoun County	NIBRS	3	14	28	142	92	665	66	1,010
City of Manassas	NIBRS	1	3	14	68	7	75	4	172
City of Manassas Park	NIBRS	0	0	6	6	4	17	8	41
Prince William County	NIBRS	17	17	89	320	49	714	44	1,250
TOTAL		250	401	1,463	5,495	1,419	9,030	959	19,017

*Homicides in the City of Hyattsville are investigated and charged by Prince George's County and included in their arrest numbers.

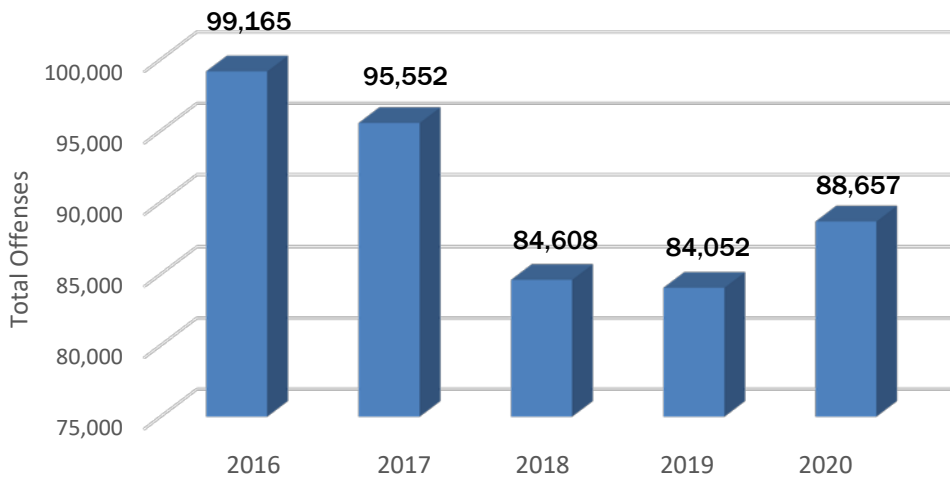
Table 4: Arrests Associate Members, 2020

Associate Police Departments	Reporting Method	Homicide	Rape	Robbery	Agg. Assault	Burglary	Larceny	M/V Theft	Total Arrests
Fauquier County	NIBRS	2	0	6	14	5	17	3	47
MNCPPC (Prince George's County)	NIBRS	0	2	6	5	4	1	1	19
Maryland State	UCR	0	0	0	1	0	0	1	2
Metro Transit	NIBRS	2	3	79	79	1	60	6	230
Metropolitan Washington Airports Authority	NIBRS	0	0	0	0	0	42	16	58
U.S. Capitol	Other	0	0	4	5	0	7	11	27
U.S. Park	UCR	0	0	4	4	1	7	1	17
TOTAL		4	5	99	108	11	134	39	400

CRIME TRENDS IN THE NATIONAL CAPITAL REGION

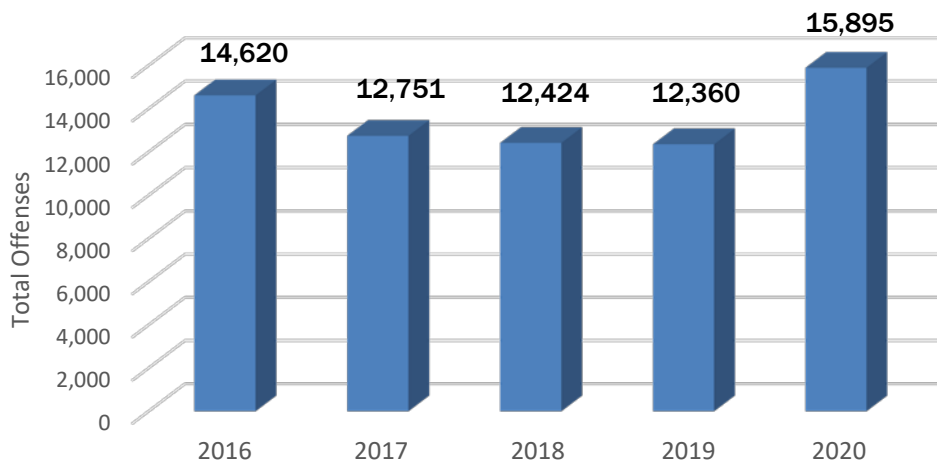
Crime trends in the National Capital Region (NCR) are calculated by adding the total number of historical property crimes and violent crimes, and then compares the total against the previous five years. There was an increase in the overall calls for service and 5.5 percent increase in property crime in 2020 from the previous year, but still an overall decrease over a five-year period. Property crime includes offenses of burglary, larceny, and motor vehicle theft. Figure 2 shows the historical property crime trends from 2016 to 2020 in the NCR.

Figure 2: Historical Property Crime Trends, National Capital Region, 2016-2020



Regionally, violent crime increased 28.6 percent in 2020. Violent crime includes homicide, rape, robbery, and aggravated assault. Figure 3 shows the historical violent crime trends from 2016-2020 in the NCR.

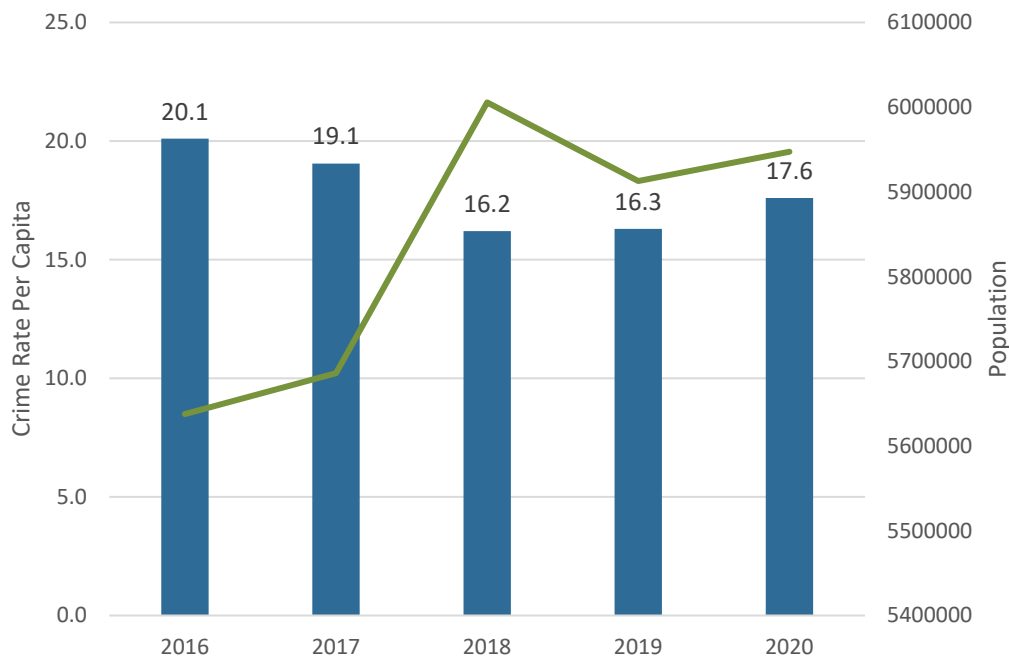
Figure 3: Historical Violent Crime Trends, National Capital Region, 2016-2020



Crime Rate Per Capita

The region's population increased slightly in 2020 to just under 6 million and the crime rate per capita increased 1.3 percentage points. The 2020 crime rate per capita was 17.6 per 1,000. Crime rate per capita is a commonly accepted measure of crime and often serves as a basic indicator of overall crime trends. In addition to the overall crime trends, each jurisdiction closely monitors their own crime patterns, and uses an assortment of policing, training, and specialized law enforcement to address current trends. Figure 4 illustrates the decrease in the crime rate per capita from 2016-2020. The green line in the figure represents the population growth over the last five years.

Figure 4: Crime Rate Per Capita, 2016-2020



Calls for service and staffing levels should be included when evaluating crime rate per capita. Calls for service numbers may not include officer-initiated calls and may only reflect dispatched calls.

Table 5 provides a breakdown of the total calls for service in each reporting COG jurisdiction and associate member jurisdictions, as well as the staffing levels for sworn and civilian personnel.

Table 5: Calls for Service and Staffing, National Capital Region, 2020

COG Police Departments	Calls	Sworn	Civilian
Metropolitan Police (D.C.)	573,849	3,800	660
City of Bowie	39,765	67	20
Charles County	171,291	317	170
Frederick County	103,357	194	75
City of Frederick	94,862	149	44
City of Gaithersburg	23,258	59	10
City of Greenbelt	27,709	53	15
City of Hyattsville	21,518	42	17
City of Laurel	56,592	70	22
Montgomery County	727,500	1,300	650
Prince George's County	494,171	1,786	317
City of Rockville	NA	66	23.5
Takoma Park	12,081	43	19
City of Alexandria	46,676	311	116
Arlington County	58,800	375	100
City of Fairfax	13,636	66	23
Fairfax County	381,403	1,392	386
City of Falls Church	27,108	32	16
Town of Leesburg	35,585	90	18
Loudoun County	152,357	617	138
City of Manassas	68,459	98	28
City of Manassas Park	25,178	31	10
Prince William County	161,888	701	200
SUBTOTAL	3,317,043	11,659	3,074.5
Associate Police Departments	Calls	Sworn	Civilian
Fauquier County	79,270	138	48
MNCPPC (Prince George's County)	154,918	136	33
Maryland State	17,192	27	5
Metro Transit	45,811	390	85
Metropolitan Washington Airports Authority	81,179	233	49
U.S. Capitol	NA	NA	NA
U.S. Park	24,036	347	38
SUBTOTAL	402,406	1,271	390
GRAND TOTAL	3,719,449	12,930	3,465

REGIONAL LAW ENFORCEMENT INITIATIVES

The COG Police Chiefs Committee is committed to promoting new, and continuing previous, regional law enforcement initiatives. The COVID-19 pandemic, civil unrest, and workforce challenges in 2020 hindered some progress on beginning new regional programs. However, the region's law enforcement agencies understand the changing landscape of policing and are working together to create effective strategies for enforcement and community engagement. Below is an example of a new initiative started in 2020 by multiple Northern Virginia law enforcement agencies.

Northern Virginia Critical Incident Response Team (CIRT)

In 2020, 11 Northern Virginia law enforcement agencies began planning for the development of a regional team of highly trained detectives who will investigate "critical incidents." For example, an officer involved shooting or other event that leads to a serious bodily injury during the lawful course of a police officer's duties. When a critical incident occurs, the Chief of Police of the involved member department may call for the CIRT team to respond and assume responsibility for the criminal investigation of the incident. The CIRT response will bring highly trained and experienced homicide detectives and crime scene units together to conduct the investigation, recover all evidence, present the facts of the incident to the prosecuting attorney of the jurisdiction to conduct a fair, impartial, and unbiased investigation of facts. The CIRT will conduct the investigation of these serious incidents by using trained detectives who do not work for the agency involved in the incident. By separating and removing all employees of the involved agency from the criminal investigation, the CIRT provides a complete and accurate investigation of facts by a third party. This third-party review will show the community that the agency is not investigating itself yet ensures that trained detectives will collect the facts and coordinate the criminal investigation with the prosecutor's office. This will help the member agencies continue to maintain the trust and confidence of their community. The police officers involved in the critical incident can expect that a highly trained and experienced group of detectives will investigate all facts of the incident. As a standalone team, the CIRT will not be subjected to personal relationships or allegations of being influenced by individuals that could be surmised as steering the investigation's findings.

A **critical incident** is defined as: The discharge of a firearm, use of force, or other action by an officer(s) that results in death or serious bodily injury to any person, or the unexpected death of a person in police custody, or the suicide of an officer.

In February 2021, the 11 member agencies agreed to share resources and provide mutual aid by signing onto a Memorandum of Understanding. When the CIRT is activated, members from the

The CIRT consists of over 30 investigating detectives (Command Leaders, Investigative Supervisors, and Homicide Detectives) from the 11 member agencies who have received specialized training, plus the services of the Crime Scene Units of the Arlington County and Prince William County Police Departments.

involved agency will not be used in the investigation. Again, this maintains a degree of separation of the involved agency staff while meeting community expectations of a complete and impartial investigation. The team will coordinate their purpose and policies with the prosecuting attorney for each member jurisdiction. This coordinated planning will help to ensure a coordinated review of facts of the criminal investigation.

Police Chiefs in the region recognize that an impartial CIRT will foster and maintain trust and support from our community. Across the country, communities insist on transparency and accountability from their law enforcement. Without the support of our community, we are unable to fulfill our duty to protect our citizens. Our community wants verification that when the police use

force upon a person, that a thorough, expert, and honest investigation of the facts will be conducted, and the results will be shared with the public. The CIRT is an opportunity for independent third-party experts to conduct these investigations, find facts, and present them for review.

The CIRT member agencies include:

- Arlington County Police Department – Chief Andy Penn
- City of Fairfax Police Department – Chief Erin Schaible
- Falls Church Police Department – Chief Mary Gavin
- Herndon Police Department – Chief Maggie DeBoard
- Leesburg Police Department – Chief Greg Brown
- Manassas City Police Department – Chief Doug Keen
- Manassas Park Police Department – Chief Mario Lugo
- Metropolitan Washington Airports Authority Police Department – Chief Dave Huchler
- Prince William County Police Department – Chief Pete Newsham
- Purcellville Police Department – Chief Cynthia McAlister
- Vienna Police Department – Chief Jim Morris

CONCLUSION

Although the National Capital Region (NCR) experienced an increase in Part I/Part A Offenses in 2020, there is no evidence yet to indicate that the five-year trend of property crime and violent crimes declining is being reversed. The region's increase in Part I/Part A Offenses is consistent with the [FBI's quarterly UCR preliminary data](#) showing an increase of 3.3 percent in violent crime nationally (with a 25 percent increase in homicides and 10.5 percent increase in aggravated assaults) in 2020 as compared to 2019.² Additionally, the region's increase in violent crime in 2020 is consistent with national-level data presented in the [Pandemic, Social, Unrest, and Crime in US Cities 2020 year-end update report](#) from the National Commission on COVID-19 and Criminal Justice. This report found that homicide rates across 34 American cities increased by 30 percent, aggravated assaults by 6 percent, and motor vehicle theft by 13 percent during 2020.

Some of the increase in Part I/Part A Offenses can be attributed to the challenges law enforcement agencies faced as part of the global COVID-19 pandemic. As the pandemic continued to progress, agencies found it difficult to maintain staffing levels and recruit officers, forced detectives to work from home due to building occupancy restrictions which was not customary prior to the pandemic, and eliminated training on the most current investigative techniques. Although the pandemic presented many challenges to law enforcement agencies in the NCR, a commitment to regionalism still existed. Early in the pandemic, the COG Police Chiefs Committee developed a summary document of the region's enforcement of "stay-at-home" executive orders and the necessary credentialing associated with those orders. This was shared with all the local law enforcement agencies and aided situational awareness.

For 2021, the COG Police Chiefs Committee and subcommittees are working in the following focus areas: (1) intelligence, information sharing, and situational assessment; (2) operational coordination; and (3) mutual aid response processes. From strategic to tactical levels, the region's Police Committees regularly meet to discuss innovative techniques and best practices in the implementation of these focus areas in the NCR. With diverse resourcing to include Urban Area Security Initiative grant funds and regional public safety funding, the Police Chiefs Committee will continue to sponsor new initiatives that close the gap in crime and terrorism activity in the region.

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

² Preliminary data analysis by [USA Facts](#) on July 8, 2021. Final 2020 data is anticipated to be released in late 2021.

IN MEMORIAM

Remembering those men and women who gave their lives in service to metropolitan Washington in 2020. Learn more about these heroes and others from [The National Law Enforcement Officers Memorial Fund](#).



Sergeant Mark Randall Eckenrode
Metropolitan Police Department

APPENDIX: OFFENSES BY JURISDICTION

District of Columbia

METROPOLITAN POLICE DEPARTMENT				
	2019	2020	INC/DEC	%
HOMICIDE	166	198	32	19%
RAPE	188	169	-19	-10%
ROBBERY	2,241	1,998	-243	-11%
AGG ASSAULT	1,575	1,628	53	3%
BURGLARY	1,275	1,444	169	13%
LARCENY	15,588	19,228	3640	23%
M/V THEFT	2,228	3,275	1047	47%
TOTAL	23,261	27,940	4679	20%

Maryland

CITY OF BOWIE				
	2019	2020	INC/DEC	%
HOMICIDE	1	1	0	0%
RAPE	8	11	3	38%
ROBBERY	28	19	-9	-32%
AGG ASSAULT	27	46	19	70%
BURGLARY	51	68	17	33%
LARCENY	759	560	-199	-26%
M/V THEFTS	55	43	-12	-22%
TOTAL	929	748	-181	-19%

CHARLES COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	5	16	11	220%
RAPE	64	47	-17	-27%
ROBBERY	118	83	-35	-30%
AGG ASSAULT	352	349	-3	-1%
BURGLARY	284	244	-40	-14%
LARCENY	1,778	1,417	-361	-20%
M/V THEFTS	151	187	36	24%
TOTAL	2,752	2,343	-409	-15%

CITY OF FREDERICK				
	2019	2020	INC/DEC	%
HOMICIDE	2	4	2	100%
RAPE	39	26	-13	-33%
ROBBERY	54	47	-7	-13%
AGG ASSAULT	204	175	-29	-14%
BURGLARY	198	116	-82	-41%
LARCENY	1,112	943	-169	-15%
M/V THEFTS	53	70	17	32%
TOTAL	1,662	1,381	-281	-17%

FREDERICK COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	0	5	5	NA*
RAPE	20	15	-5	-25%
ROBBERY	23	18	-5	-22%
AGG ASSAULT	152	108	-44	-29%
BURGLARY	153	109	-44	-29%
LARCENY	979	848	-131	-13%
M/V THEFTS	51	30	-21	-41%
TOTAL	1,378	1,133	-245	-18%

CITY OF GAITHERSBURG				
	2019	2020	INC/DEC	%
HOMICIDE	0	1	1	NA*
RAPE	33	42	9	27%
ROBBERY	36	35	-1	-3%
AGG ASSAULT	70	105	35	50%
BURGLARY	88	105	17	19%
LARCENY	1,133	1,104	-29	-3%
M/V THEFTS	72	87	15	21%
TOTAL	1,432	1,479	47	3%

CITY OF GREENBELT				
	2019	2020	INC/DEC	%
HOMICIDE	1	4	3	300%
RAPE	4	10	6	150%
ROBBERY	41	54	13	32%
AGG ASSAULT	68	73	5	7%
BURGLARY	60	71	11	18%
LARCENY	588	614	26	4%
M/V THEFTS	75	71	-4	-5%
TOTAL	837	897	60	7%

CITY OF HYATTSVILLE				
	2019	2020	INC/DEC	%
HOMICIDE	4	1	-3	-75%
RAPE	3	3	0	0%
ROBBERY	54	53	-1	-2%
AGG ASSAULT	25	34	9	36%
BURGLARY	54	72	18	33%
LARCENY	996	662	-334	-34%
M/V THEFTS	61	68	7	11%
TOTAL	1,197	893	-304	-25%

CITY OF LAUREL				
	2019	2020	INC/DEC	%
HOMICIDE	1	0	-1	-100%
RAPE	8	12	4	50%
ROBBERY	48	23	-25	-52%
AGG ASSAULT	61	12	-49	-80%
BURGLARY	69	55	-14	-20%
LARCENY	722	537	-185	-26%
M/V THEFTS	78	75	-3	-4%
TOTAL	987	714	-273	-28%

MONTGOMERY COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	15	19	4	27%
RAPE	377	374	-3	-1%
ROBBERY	577	470	-107	-19%
AGG ASSAULT	795	820	25	3%
BURGLARY	1,408	1,331	-77	-5%
LARCENY	12,581	12,503	-78	-1%
M/V THEFTS	905	1,167	262	29%
TOTAL	16,658	16,684	26	0%

PRINCE GEORGE'S COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	57	94	37	65%
RAPE	158	193	35	22%
ROBBERY	864	962	98	11%
AGG ASSAULT	975	1061	86	9%
BURGLARY	1,232	1,220	-12	-1%
LARCENY	7,526	7,553	27	0%
M/V THEFTS	2,070	2,375	305	15%
TOTAL	12,882	13,458	576	4%

CITY OF ROCKVILLE				
	2019	2020	INC/DEC	%
HOMICIDE	0	2	2	NA*
RAPE	16	15	-1	-6%
ROBBERY	32	33	1	3%
AGG ASSAULT	38	53	15	39%
BURGLARY	102	92	-10	-10%
LARCENY	694	841	147	21%
M/V THEFTS	39	68	29	74%
TOTAL	921	1,104	183	20%

CITY OF TAKOMA PARK				
	2019	2020	INC/DEC	%
HOMICIDE	0	2	2	NA*
RAPE	5	7	2	40%
ROBBERY	27	29	2	7%
AGG ASSAULT	31	25	-6	-19%
BURGLARY	50	35	-15	-30%
LARCENY	343	421	78	23%
M/V THEFTS	25	32	7	28%
TOTAL	481	551	70	15%

*A percent cannot be calculated due to the original value being zero.

Virginia

CITY OF ALEXANDRIA				
	2019	2020	INC/DEC	%
HOMICIDE	2	3	1	50%
RAPE	20	12	-8	-40%
ROBBERY	82	87	5	6%
AGG ASSAULT	196	208	12	6%
BURGLARY	117	126	9	8%
LARCENY	2,093	2,473	380	18%
M/V THEFTS	233	359	126	54%
TOTAL	2,743	3,268	525	19%

ARLINGTON COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	2	3	1	50%
RAPE	41	32	-9	-22%
ROBBERY	92	117	25	27%
AGG ASSAULT	150	210	60	40%
BURGLARY	158	150	-8	-5%
LARCENY	2,750	2,729	-21	-1%
M/V THEFTS	227	323	96	42%
TOTAL	3,420	3,564	144	4%

CITY OF FAIRFAX				
	2019	2020	INC/DEC	%
HOMICIDE	0	0	0	0%
RAPE	3	4	1	33%
ROBBERY	11	12	1	9%
AGG ASSAULT	8	3	-5	-63%
BURGLARY	11	36	25	227%
LARCENY	330	345	15	5%
M/V THEFTS	28	34	6	21%
TOTAL	391	434	43	11%

FAIRFAX COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	15	15	0	0%
RAPE	92	224	132	143%
ROBBERY	345	314	-31	-9%
AGG ASSAULT	427	3662	3235	758%
BURGLARY	634	621	-13	-2%
LARCENY	12,058	11,891	-167	-1%
M/V THEFTS	857	1283	426	50%
TOTAL	14,428	18,010	3582	25%

CITY OF FALLS CHURCH				
	2019	2020	INC/DEC	%
HOMICIDE	0	1	1	NA*
RAPE	1	3	2	200
ROBBERY	5	5	0	0%
AGG ASSAULT	4	12	8	200
BURGLARY	12	17	5	42%
LARCENY	172	182	10	6%
M/V THEFTS	22	29	7	32%
TOTAL	216	249	33	15%

TOWN OF LEESBURG				
	2019	2020	INC/DEC	%
HOMICIDE	0	1	1	NA*
RAPE	14	2	-12	-86%
ROBBERY	19	21	2	11%
AGG ASSAULT	60	83	23	38%
BURGLARY	22	36	14	64%
LARCENY	537	485	-52	-10%
M/V THEFTS	19	20	1	5%
TOTAL	671	648	-23	-3%

*A percent cannot be calculated due to the original value being zero.

LOUDOUN COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	0	1	1	NA*
RAPE	52	48	-4	-8%
ROBBERY	36	32	-4	-11%
AGG ASSAULT	155	128	-27	-17%
BURGLARY	140	145	5	4%
LARCENY	2,199	1,940	-259	-12%
M/V THEFTS	151	149	-2	-1%
TOTAL	2,733	2,443	-290	-11%

CITY OF MANASSAS				
	2019	2020	INC/DEC	%
HOMICIDE	2	1	-1	-50%
RAPE	16	18	2	13%
ROBBERY	26	30	4	15%
AGG ASSAULT	52	67	15	29%
BURGLARY	56	48	-8	-14%
LARCENY	538	582	44	8%
M/V THEFTS	44	52	8	18%
TOTAL	734	798	64	9%

CITY OF MANASSAS PARK				
	2019	2020	INC/DEC	%
HOMICIDE	0	0	0	0%
RAPE	6	8	2	33%
ROBBERY	2	6	4	200%
AGG ASSAULT	6	13	7	117%
BURGLARY	12	8	-4	-33%
LARCENY	134	116	-18	-13%
M/V THEFTS	12	20	8	67%
TOTAL	172	171	-1	-1%

PRINCE WILLIAM COUNTY				
	2019	2020	INC/DEC	%
HOMICIDE	14	8	-6	-43%
RAPE	82	56	-26	-32%
ROBBERY	156	145	-11	-7%
AGG ASSAULT	475	716	241	51%
BURGLARY	432	397	-35	-8%
LARCENY	4,027	3,897	-130	-3%
M/V THEFTS	341	423	82	24%
TOTAL	5,527	5,642	115	2%

*A percent cannot be calculated due to the original value being zero.

COG POLICE CHIEFS COMMITTEE

As of October 2021

PRIMARY MEMBER AGENCIES	
AGENCY	CHIEF / EXECUTIVE IN CHARGE
City of Alexandria Police Department	Michael Brown, Chief
Arlington County Police Department	Charles Penn, Chief
Bladensburg Police Department	Tyrone Collington, Chief
City of Bowie Police Department	John Nesky, Chief
Charles County Sheriff's Office	Troy Berry, Sheriff
City of Fairfax Police Department	Erin Schaible, Chief
Fairfax County Police Department	Kevin Davis, Chief
City of Falls Church Police Department	Mary Gavin, Chief
City of Frederick Police Department	Jason Lando, Chief
Frederick County Sheriff's Office	Chuck Jenkins, Sheriff
City of Gaithersburg Police Department	Mark Sroka, Chief
City of Greenbelt Police Department	Richard Bowers, Chief
City of Hyattsville Police Department	Scott Dunklee, Acting Chief
Laurel Police Department	Russell Hamill, Chief. Chair COG Police Chiefs Committee
Leesburg Police Department	Gregory Brown, Chief
Loudoun County Sheriff's Office	Michael Chapman, Sheriff
City of Manassas Police Department	Douglas Keen, Chief
Manassas Park Police Department	Mario Lugo, Chief
Metropolitan Police Department	Robert Contee III, Chief
Montgomery County Police Department	Marcus Jones, Chief
Prince George's County Police Department	Hector Velez, Assistant Chief
Prince William County Police Department	Peter Newsham, Chief
City of Rockville Police Department	Victor Brito, Chief
Takoma Park Police Department	Antonio DeVaul, Chief
ASSOCIATE MEMBER AGENCIES	
AGENCY	CHIEF / EXECUTIVE IN CHARGE
Air Force District of Washington	Gregory Jarmusz, Acting Director of Security Forces
ATF – Washington Field Division	Charlie Patterson
Amtrak Police Department	Sam Dotson, Chief
CIA – Security Protective Services Division	Alton Jones, Chief
Fauquier County Sheriff's Office	Sheriff Robert Mosier
Federal Bureau of Investigations, Police Unit	David Sutton
Federal Bureau of Investigations, Washington Field Office	Steven D'Antuono, Assistant Director in Charge
Federal Protective Service National Capital Region	Christopher Hayes, Regional Director
Homeland Security Investigations, Washington Field Office	Raymond, Villanueva, SAC
Maryland State Police Department	Woodrow Jones, Colonel
Maryland Department of Natural Resources Police	G. Adrian Baker, Superintendent
Maryland National Capital Park Police Prince George's County Division	Stanley Johnson, Chief
Military District of Washington/Joint Task Force NCR	Colonel Luis Omar Lomas, Provost Marshal
Metro Transit Police Department	Michael Anzallo, Interim Chief
Metropolitan Washington Airport Authority	David Huchler, Vice Chair COG Police Chiefs Committee
National Geospatial Intelligence Agency Police	Shawn Beachley, Chief
National Institutes of Health Police Department	Alvin Hinton, Chief
Naval Criminal Investigative Service, Washington Field Office	Alison Zavada, Special Agent in Charge
Pentagon Force Protection Agency	Woodrow Kusse, Chief
Smithsonian Office of Protection Services	Jeanne O'Toole, Director
U.S. Capitol Police Department	Yogananda Pittman, Chief
U.S. Park Police	Greg Monahan, Chief
United States Secret Service, Washington Field Office	Matthew Miller, SAC
University of the DC Police Department	Orlando Treadwell, Chief
Virginia State Police, Division 7	J-P Koushel, Captain

AGENDA ITEM #13

OTHER BUSINESS

AGENDA ITEM #14

ADJOURN