![Metropolitan Washington Council of Governments logo]

BOARD OF DIRECTORS

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

AGENDA

12:00 P.M.   **1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
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 MARCH 13, 2019**
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 R10-2019 – Resolution authorizing COG to update the Title VI Plan

B. Resolution R11-2019 – Resolution authorizing COG to receive a grant, and procure and enter into a contract to develop a district school emergency response plan and conduct exercises

Recommended Action: Approve Resolutions R10-2019 and R11-2019.

12:20 P.M.   **7. ELECTION OFFICIALS COMMITTEE UPDATE**
Richard Keech, COG Election Officials Committee Co-Chair

The board will be briefed on the work of the COG Election Officials Committee.

Recommended Action: Receive briefing.

12:40 P.M.   **8. ADDRESSING ACCESSIBILITY OF REGION'S HOUSING SUPPLY**
Paul DesJardin, COG Community Planning and Services Director
Kanti Srikanth, COG Transportation Planning Director

The board will be briefed on how its housing initiative ties into the Transportation Planning Board's Visualize 2045, the new long-range transportation plan for the region. The board will also be briefed about the work of the COG Housing and

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

Planning Directors Committees to address accessibility of the region's housing supply, including proximity to activity centers and high capacity transit stations.

Recommended Action: Receive briefing and adopt Resolution R12-2019.

1:10 P.M.   9.   **SHAPING HEALTH OPPORTUNITY**
Dr. Reuben Varghese, Arlington County Health Officer
Dr. Steven Woolf, VCU Center on Society and Health Director Emeritus
Patricia Mathews, Northern Virginia Health Foundation President & CEO

The board will be briefed on the results of the report – *Uneven Opportunities: How Conditions for Wellness Vary Across the Metropolitan Washington Region* – which aims to better understand health status and health disparities across the region. Produced by the Virginia Commonwealth University Center on Society and Health for the COG Health Officials Committee, the study examines how factors like income, education, housing, transportation, and the environment shape health.

Recommended Action: Receive briefing.

1:50 P.M.   10. **OTHER BUSINESS**

2:00 P.M.   11. **ADJOURN**
The next meeting is scheduled for Wednesday, May 8, 2019.

AGENDA ITEM #2

CHAIRMAN'S REPORT

LIFE IS FRAGILE.

Safety Tips
For Pedestrians, Bicyclists, and Drivers

STREET
///SMART
BeStreetSmart.net

A public safety program of Metro, the District of Columbia, Maryland and Virginia.

For Driving:

Stop for pedestrians
at crosswalks.

Be careful when passing
buses or stopped vehicles.

Slow down
and obey the speed limit.

When turning, yield
to people walking and biking.

Look for bicyclists
before opening your door.
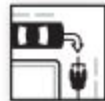
Allow at least 3 feet
when passing bikes.

For Biking:

Obey signs and signals.

Never ride against traffic.

Use hand signals
to tell drivers what you intend to do.

Use lights at night
and when visibility is poor.

Wear a helmet.

Ride in a straight line
at least 3 feet from parked cars.

For Walking:

Cross the street
at crosswalks and intersections.

Watch for turning vehicles.
Look left, right, and left again.

Use the pushbuttons.

Wait for the walk signal.

Be visible.
Wear something light or reflective
after dark.

Watch out for blind spots
around trucks and buses.

CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON.

Metropolitan Washington Council of Governments

RECOGNIZE
Environmental Achievement

ENCOURAGE
Advancement of Regional Goals

FOSTER
Healthy Competition

LEARN
From Each Other

WWW.MWCOG.ORG/CLIMATEAWARDS

ACCEPTING APPLICATIONS APRIL 22 - JUNE 28, 2019

PURPOSE
The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

RECOGNITION
Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

ELIGIBILITY
Three applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, sustainability or resilience programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agengy** (local, state, regional, quasi-govt, utilities, or authorities)
- **Non-Governmental Organization** (non-profit, citizen, or community-based groups)
- **Educational Institution** (K-12, public, private, or higher education)

HOW TO APPLY
Applications can be submitted at www.mwcog.org/climateawards or emailed to mdavis@mwcog.org no later than June 28, 2019. Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below. Engagement will be weighed more heavily and account for 40% of the total score and the other categories will account for 20% each.

- **Engagement** (engage underserved communities) - 40%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%

Full details on judging criteria, judging process, and application requirements are available in the Procedures and Guidelines on the awards website.

Pre-register by May 10 for
Free T-shirt* and Bike Raffles!

FREE FOOD, BEVERAGES and
GIVEAWAYS at all locations.

BIKE TO WORK DAY 2019
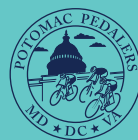## FRIDAY MAY 17

Register free at
BIKETOWORKMETRODC.ORG
800.745.7433

f **t** **#BTWD2019**

Visit biketoworkmetrodc.org for pit stop locations & times.
*T-Shirts available at pit stops to first 20,000 who register.
Over 100 pit stops throughout D.C., Maryland, and Virginia!

bike to work day
2019

COMMUTER CONNECTIONS.
A SMARTER WAY TO WORK

WABA
WASHINGTON AREA
BICYCLIST ASSOCIATION

ICF

SPOKES etc.
EST/1986 BICYCLES

GO Alex

BICYCLE SPACE

Bike Arlington

goDCgo
powered by d.

City Dental DC
serving over 20 years

COMSTOCK

Marriott

Springfield Plaza

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

VDOT
Virginia Department of Transportation

AAA

AMERICAN ASSOCIATION
of STATE HIGHWAY and
TRANSPORTATION OFFICIALS
AASHTO

AMERICAN COLLEGE of
CARDIOLOGY

BIKES@VIENNA

CRYSTALCITY

FAIR LAKES

Giant

POTOMAC PEDALERS
MD ★ DC ★ VA

★MAY 18
BIKE DC RIDE

BROMPTON

ABUS
Security Tech Germany

pdw

GREEN GURU

MSW
BICYCLE ACCESSORIES

ORTLIEB WATERPROOF

April 2019 COG Board Packet 6

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.

Printed on recycled paper

SAVE THE DATE
2019 COG Annual Leadership Retreat

Please save a spot on your calendar for the
Metropolitan Washington Council of Governments'
2019 Annual Leadership Retreat, to be held July 19-20
at the Hyatt Regency Chesapeake Bay. Invitation to follow.

For more information, please contact Pat Warren at
(202) 962-3214 or pwarren@mwcog.org.

Metropolitan Washington
Council of Governments

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT

MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – April 2019
DATE: April 3, 2019

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its March meeting, the TPB was briefed by the Virginia Department of Transportation (VDOT) on its efforts to improve road safety in the commonwealth. COG Planning Directors Committee Chair Andrew Trueblood provided an update on the COG and TPB initiatives to address the region's housing shortfall and bring jobs and housing closer together. Area housing and planning directors are working together to determine the number, type, and location of new housing units needed to address these challenges.

SMART REGION MOVEMENT
COG Board Chair Robert C. White, Jr. participated in a signing ceremony for the launch of the Greater Washington Smart Region Movement, an initiative of COG, the Greater Washington Board of Trade, and Consortium of Universities.

Read the press release

Chesapeake Bay and Water Resources Policy Committee (CBPC) - The CBPC heard a presentation from University of Maryland Climate Extension Specialist Dr. Sara Via, linking healthy agricultural soils with water quality and climate benefits. The CBPC also formed a task force to develop a framework for implementing recommendations from COG's *What Our Region Grows Report* to support local agriculture.

Human Services Policy Committee (HSPC) – In March, the United Way of the National Capital Area briefed the HSPC on Asset Limited, Income Constrained, Employed (ALICE) populations, including those locally. ALICE individuals have an income above the federal poverty level but cannot afford basic necessities.

OUTREACH & PROGRAM HIGHLIGHTS

Fire Health and Safety Symposium – COG's Fire Health & Safety Subcommittee held a Fire Health and Safety Symposium March 26-27 in Alexandria. Fire professionals from across the country presented local fire chiefs, squad leaders, firemen, and EMS first responders with the latest techniques for understanding the fire environment and mitigating accidents involving personnel.

Housing – COG Housing Program Manager Hilary Chapman briefed the District of Columbia Council on local and regional trends and programs for housing and homelessness during its Council Retreat on March 15.

Election Officials Conference – Area election officials met March 29 for a full-day regional conference. Guest speakers from Auburn University and the Center for Civic Design led discussions about planning, implementing, and evaluating election programs, and designing materials for voters.

Amazon – COG Executive Director Chuck Bean spoke at the Arlington County Board Meeting on March 16 on preparing for the arrival of Amazon HQ2 and jobs that are vital to the success of the region.

STAFF FEATURE
COG Housing Program Manager Hilary Chapman is helping the region align its housing strategy, making way for greater impacts and improved housing opportunities for all.

View the Heart of COG

DC Circulator Electric Bus Tour – COG hosted a meeting about DC Circulator's electric buses alongside the Greater Washington Region Clean Cities Coalition and the District Department of Transportation (DDOT). Attendees learned about DDOT's experiences operating 14 buses and took a tour of the South Capitol Street charging facility.

Flushing Workshop – COG hosted a workshop on March 4 with regional drinking water providers where staff presented a protocol, including communications strategies, for directing consumers to flush their plumbing after a water system contamination event. Additional workshops will be held for facility managers, first responders, emergency managers, and public health officials.

Bike to Work Day Registration – Registration for Bike to Work Day (BTWD) 2019, organized by Commuter Connections and the Washington Area Bicyclist Association (WABA), is now open. Thousands are expected to participate in the event on Friday, May 17.

Climate Awards Nominations – COG is seeking nominations for the 2019 Climate and Energy Leadership Awards. The awards recognize area government agencies, non-governmental organizations, and educational institutions for innovative climate stewardship projects and programs.

MEDIA HIGHLIGHTS

New consortium sets vision for Washington region to be national leader in finding digital solutions to problems – COG Board Chair Robert C. White, Jr. is quoted about the Greater Washington Smart Region Movement.

Washington Post story

Metrorail safety oversight is returned to local authorities – COG Executive Director Chuck Bean is quoted about the Federal Transit Administration's certification of the Washington Metrorail Safety Commission (WMSC).

Washington Post story

Group looks to improve emergency responses on local highways – COG Systems Performance Planning Director Andrew Meese discusses the findings of the Traffic Incident Management Enhancement (TIME) task force and report.

Frederick News-Post story

Pedestrian deaths rising in Va., but safety improvements working – COG Transportation Planning Director Kanti Srikanth and Planner Jon Schermann are quoted about a highway safety update from VDOT at the TPB.

WTOP story

With census set to go mainly online, concerns it will leave many behind – A recap of the COG Board's March discussion about local 2020 Census efforts.

WTOP story

AGENDA ITEM #4

AMENDMENTS TO THE AGENDA

AGENDA ITEM #5

APPROVAL OF THE MINUTES

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

MINUTES
Board of Directors Meeting
March 13, 2019

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:
Chuck Bean, COG Executive Director
Monica Beyrouti Nuñez, Government Relations Supervisor
Melissa Bird, District of Columbia Census 2020 Executive Director
Jim Cannistra, Prince George's County Census 2020 Lead
Elizabeth Hardy, Arlington County Principal Planner
Jack McDougle, Greater Washington Board of Trade President
Stu Solomon, Greater Washington Board of Trade Executive Director of the Smart Region Movement
John Cavanaugh, Consortium of Universities of the Washington Metropolitan Area President
Wanda Gibson, COG Chief Information Officers Committee Chair
Michael Dent, COG Chief Information Security Officers Committee Chair
Richard Archambault, Arlington County Director of Security and Privacy

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
COG Board Chairman Robert C. White, Jr. called the meeting to order at 12:05 P.M. and led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT
   A. Welcome of new member Prince George's County Executive Angela Alsobrooks.
   B. Board members were asked to save the date for the COG Annual Leadership Retreat on July 19-20.
   C. The Transportation Planning Board is accepting applications for the Transportation Land-use Connections Program until April 2.

3. EXECUTIVE DIRECTOR'S REPORT
Executive Director Chuck Bean noted that COG hosted a gathering of more than 100 area leaders for a regional conversation with Amazon on its plans to locate its new headquarters in Arlington. Bean announced that COG will be partnering with the Government Alliance on Race and Equity to offer a regional learning cohort on advancing racial equity within local government. Finally, COG Government Relations Supervisor Monica Beyrouti Nuñez gave an update on legislative issues, including on traffic incident management, PRIIA reauthorization of federal Metro funding, Maryland Metro funding, and federal budget appropriations.

4. AMENDMENTS TO AGENDA
There were no amendments to the agenda.

5. APPROVAL OF MINUTES
The minutes from the February 13, 2019 board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS
   A. Resolution R8-2019 – Resolution authorizing COG to receive a grant to support the Metropolitan Area Transportation Operations Coordination Program

ACTION: Approved Resolution R8-2019.

7. PREPARING FOR THE 2020 CENSUS

District of Columbia Census 2020 Executive Director Melissa Bird, Prince George's County Census 2020 Lead Jim Cannistra, and Arlington County Principal Planner Elizabeth Hardy briefed the board on efforts underway in their jurisdictions to address challenges and plans to ensure a complete and accurate count of residents during the 2020 U.S. Census. COG Executive Director Chuck Bean announced that there would be a regional forum hosted by COG and several sponsors on June 6 to coordinate for the census and discuss strategies to ensure hard-to-reach communities are counted.

ACTION: Received briefing.

8. THE SMART REGION MOVEMENT

Greater Washington Board of Trade President Jack McDougle briefed the board on the Smart Region Movement to leverage technology and innovation to improve quality of life and economic growth in the region. The board voted on a resolution authorizing COG to join the Board of Trade and the Consortium of Universities, bringing together the business, government, and academic communities, to collaborate and partner to create the nation's leading digitally-enabled region. Executive Director of the Smart Region Movement and CEO of the Alnair Group Stu Solomon and Consortium of Universities of the Washington Metropolitan Area President John Cavanaugh were also available to answer questions.

ACTION: Received briefing and adopted Resolution R9-2019.

9. CYBERSECURITY THREATS AND PREVENTION

COG Chief Information Officers Committee Chair Wanda Gibson, COG Chief Information Security Officers Committee Chair Michael Dent, and Arlington County Director of Security and Privacy Richard Archambault briefed the board on cybersecurity in local government, including examples of recent incidents, potential threats to be aware of, the impact of cyber breaches and the risk to government services and data, and strategies to prevent attacks.

ACTION: Received briefing.

10. OTHER BUSINESS

There was no other business.

11. ADJOURN

Upon motion duly made and seconded, the meeting was adjourned at 1:53 P.M.

March 2019 Attendance

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

Total: 21

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

<div align="center">**ADOPTION OF CONSENT AGENDA ITEMS**</div>

A. **Resolution R10-2019 – Resolution authorizing COG to update the Title VI Plan**

The board will be asked to adopt Resolution R10-2019 updating COG's Title VI Plan, which outlines how COG and the TPB ensure nondiscrimination in all programs and activities. The program was prepared pursuant to the requirements of Title VI of the Civil Rights Act of 1964, and to comply with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant recipient guidelines. COG's Title VI Plan must be updated periodically pursuant to these grant guidelines. This update includes revised text, more recent Census data on low-income, minority and limited-English speaking populations, and a description of outreach efforts to these populations on transit-related issues. Approval by the board is recommended by COG's Executive Director and General Counsel.

View the updated plan on the COG website here:
https://www.mwcog.org/events/2019/4/10/cog-board-of-directors/

RECOMMENDED ACTION: Approve Resolution R10-2019.

B. **Resolution R11-2019 – Resolution authorizing COG to receive a grant, and procure and enter into a contract to develop a district school emergency response plan and conduct exercises**

The board will be asked to adopt Resolution R11-2019 authorizing the Executive Director, or his designee, to receive and expend grant funds from the District of Columbia Homeland Security and Emergency Management Agency in the amount of $325,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement of a contractor and enter into a contract to assess and improve the District's readiness to respond to all hazards. The focus will be on issues having the greatest impact on students in school with disabilities during an emergency or a disaster. No COG matching funds are required.

RECOMMENDED ACTION: Approve Resolution R11-2019.

AGENDA ITEM #7

ELECTION OFFICIALS COMMITTEE UPDATE

COG Election Officials Technical Committee Report

Memorandum

To: Metropolitan Washington Council of Governments Board of Directors (COG Board of Directors)

From: COG Election Officials Technical Committee

Re: April 10, 2019 COG Board of Directors Meeting

The Election Officials Technical Committee appreciates the opportunity to meet with the Metropolitan Washington Council of Governments' Board of Directors and provide an update of election activities throughout the Metropolitan D.C. Region. We look forward to our discussion with you on April 10, 2019.

A summary of documents enclosed in this packet follows below:

1. **COG Election Officials Technical Committee Members and Officers**

2. **March 29, 2019 Election Officials Regional Conference Flier**
   The COG Election Officials Technical Committee hosted its second Metropolitan DC Election Officials Regional Conference on March 30, 2019 at the Citywide Conference Center in Washington, DC. Over 60 local election officials representing 17 COG member jurisdictions attended.

   The theme of the conference was 'Planning, Implementation, and Evaluation of Election Programs.' Keynote speakers included: Dr. Mitchell Brown, Political Science Professor at Auburn University, and Maggie Ollove and Suzanne Chapman from the Center for Civic Design. Congressman Don Beyer from Virginia was the lunch speaker.

3. **Summary of Election Data for Maryland, Virginia, and Washington, DC**

4. **Summary of Election Data for Maryland Municipalities (Members of COG)**

5. **COG Election Officials Technical Committee By-Laws**

Metropolitan Washington Council of Governments
Election Officials Technical Committee 2019 Members and Officers

Name	Jurisdiction
Angela Turner	Alexandria City
Anna Leider	Alexandria City
Gretchen Reinemeyer	Arlington Co.
Linda Lindberg	Arlington Co.
Janeen Miller	College Park City
Rachel Coll (Secretary)	DC
Brenda Cabrera	Fairfax City
Nancy Tingen	Fairfax City
Dave Bjerke	Falls Church City
Renee Andrews	Falls Church City
Laura Reams	Hyattsville City
Judy Brown	Loudoun Co.
Richard Keech (Co-Chair)	Loudoun Co.
Susan Reed	Manassas City
Natalia Taylor	Manassas City
Eric Olsen	Montgomery Co.
Jessica Newby (Co-Chair)	Montgomery Co.
Sara Taylor-Ferrell	Rockville City
Jessie Carpenter	Takoma Park City

The Election Technical Committee of the
Metropolitan Washington Council of Governments (MWCOG) is pleased to present:

2019 Annual Metropolitan DC
Election Officials Regional Conference

Friday, March 29, 2019 — 9 a.m. to 5 p.m.

1800 Limerick Street, Alexandria, VA 22314

Election Officials in the DC Metro area face unique challenges. Join us for this one day conference and discover new strategies for designing, implementing and assessing the important work of voter registration and elections.

Planning, Implementation and Evaluation of Election Programs:
Dr. Mitchell Brown, Professor of Political Science - Auburn University

Designing Materials Voters Understand: Center for Civic Design
Maggie Ollove, Civic Researcher
Suzanne Chapman, User Experience Generalist

Registration fee: $70
Includes continental breakfast and lunch.

Register by March 14th
https://tinyurl.com/COGEC032919

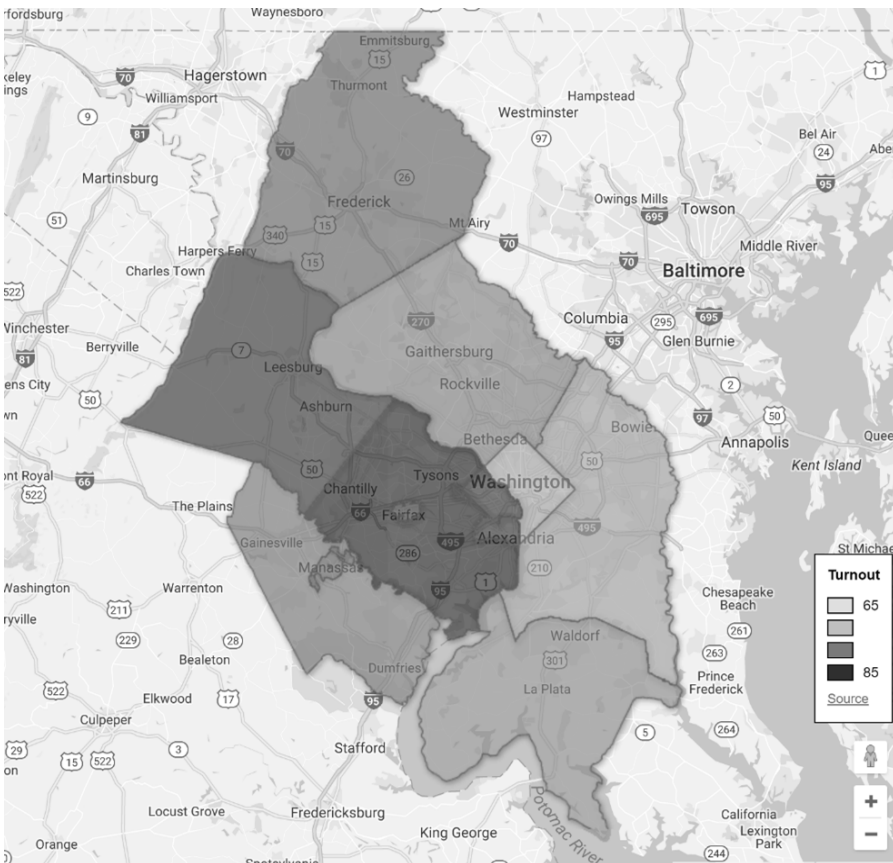|	District of Columbia	Maryland	Virginia
Election Cycle			
Election Day Hours	7 a.m. to 8 p.m.	7 a.m. to 8 p.m.	6 a.m. to 7 p.m.
Number / Year	2 elections in even years, special elections as needed	2 elections in even years, special elections when called. Municipalities are separate from county/state/federal elections	General Election every November. Primaries and specials when called.
Towns	N/A	Maryland municipalities have a great deal of flexibility in running their own elections. Please see attached municipality sheet for more information on their election laws.	Town elections are run by the County in which the town sits. They can be in either May or November. All statewide election laws are enforced.
Before Election Day Options			
By Mail Absentee Eligibility	Upon request, reason not required. If you are requesting a ballot for a primary election, you must be at least seventeen (17) years of age and eighteen (18) years of age on or before the next general election. If you are requesting a ballot for a general or special election, you must be at least 18 years of age on or before the date of the general or special election.	Upon request, reason not required. Absentee ballots can be sent by mail or Internet delivery to all voters; all absentee ballots must be returned by mail.	Must have valid reason. Valid reasons include; - Student or spouse of student - Business - Personal travel - Commute 11hrs between 6 a.m. - 7 p.m. - First Responder - Disability, or caregiver for a disabled family member - Pregnancy - Confined, awating trial or convicted of misdemeanor - Electoral Board or Officer of Election - Religious obligations - Active duty military, spouse or dependent - Temporarily residing outside of US - Moved out of VA within 30 days of Presidential Election - Pollwatcher - Granted protective order
Early Voting	Schedule set by board each year. In 2018 it was October 26th to November 2nd.	8 days, from Thursday to Thursday before the election	None (coming in 2020)
In Person Absentee	Schedule set by board each year. In 2018, it was October 22nd through October 26th at One Judiciary Square.	45 days before every election.	45 days before every election. See eligibility rules above for by mail absentee
Voter Registration			
Methods	Online, by mobile app, in person, by mail.	Automatic, online, in person, by mail.	Online, in person, by mail.
Deadline	Applications must be submitted by mail or online no later than 21 days prior to the election date OR voters may register in person during the early voting period or at their precinct on Election Day.	Applications must be submitted or postmarked no later than 21 days prior to the election date. Same Day Registration (SDR) during the 8 day early voting period, legislation pending for Election Day SDR.	Applications must be submitted or postmarked no later than 22 days prior to the election date.
Party Affiliation	Must select party to vote on candidates in primary elections.	Must select party or unaffiliated.	None.

	District of Columbia	Maryland	Virginia
Voter ID			
Requirements to Vote	None - To register by mail you must have either a driver's license number or a DMV-issued ID number or a social security number. When registering for the first time by mail you will additionally need to include a copy of one of the following: - A copy of a current and valid government photo identification - A copy of a current utility bill - A copy of a current bank statement - A copy of a current government check - A copy of a paycheck - Other government document that shows the name and address of the voter. Same day registration is available during early voting and in person on election day. Additional proofs of residence are acceptable.	None* - First time voters in Maryland are required to show ID if the ID or last 4 of SS# was not verified or provided at the time of registration.	Must present acceptable photo ID. List includes: -Valid United States passport -Valid Virginia driver's license or ID card -Valid Virginia DMV issued veteran's ID card -Valid tribal enrollment or other tribal ID issued by one of 11 tribes recognized by the Commonwealth of Virginia -Valid student ID card from within Virginia if it includes a photo -Any other identification card issued by a government agency of the Commonwealth, one of its political subdivisions, or the United States -Employee ID card containing a photograph of the voter and issued by an employer of the voter in the ordinary course of the employer's business
Primary Elections			
Date	Set each year by board.	Set each year by General Assembly.	Second Tuesday in June.
Required?	Required for parties to select candidates.	Required for parties to select candidates.	Optional for parties to select candidates. They may also opt to run their own process.
Open/Closed	Closed	Closed	Open. Declare the ballot for the party at the polling place on Election Day
Provisional Voting			
Counting	Provisional ballots cast in wrong precinct are not counted. If a voter returns an absentee ballot and also votes a provisional ballot the provisional is rejected and the absentee is counted.	Provisional ballots that are cast out of precinct (including out of County) are counted in-part. If a voter returns an absentee ballot and votes a provisional ballot, both are rejected.	Provisional ballots cast in wrong precinct are not counted. If a voter returns an absentee ballot and also votes a provisional ballot the provisional is rejected and the absentee is counted.
Other Information			
Felon Rights Restoration	Felons can register or re-register to vote if they are not incarcerated on a felony conviction	Felons can register if they have completed serving a court-ordered sentence of imprisonment	Felons must have their voting rights restored by the governor's office.
Post Election Audit	Board will randomly select precincts to audit after the election	100% audit of all precincts by Clear Ballot uses image files from scanners; State Board will randomly select precincts to audit by hand-count after the general election.	Department of Elections will randomly select precincts throughout the state to audit after the election.

Metropolitan DC Area – 2018 November Election Percentage of voters voting before Election Day (Early Voting/Absentee):
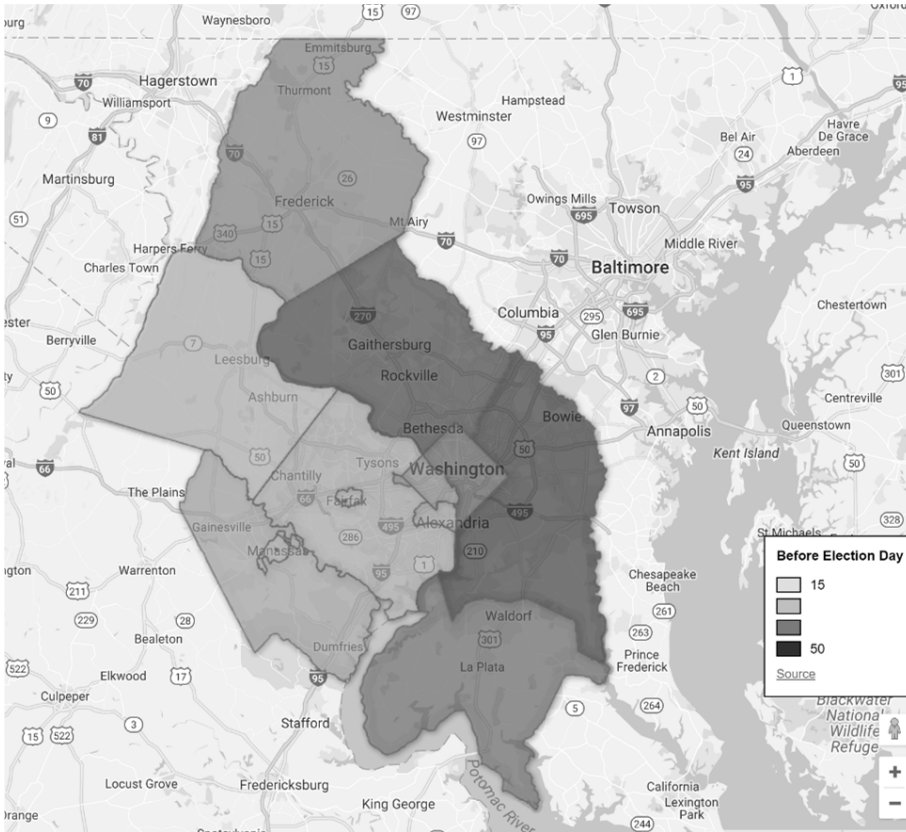
District of Columbia	13.01%
Virginia	
City of Alexandria	10.11%
Arlington County	12.16%
City of Fairfax	9.78%
Fairfax County	10.25%
City of Falls Church	18.44%
Loudoun County	8.01%
City of Manassas	8.60%
City of Manassas Park	7.22%
Prince William County	8.51%
Maryland	
Charles County	16.92%
Frederick County	16.94%
Montgomery County	23.07%
Prince George's County	19.98%

Total turnout percentage including before and on Election Day:

District of Columbia	46.29%
Virginia	
City of Alexandria	62.32%
Arlington County	63.18%
City of Fairfax	64.50%
Fairfax County	63.67%
City of Falls Church	68.73%
Loudoun County	66.06%
City of Manassas	58.85%
City of Manassas Park	54.72%
Prince William County	58.00%
Maryland	
Charles County	58.46%
Frederick County	62.91%
Montgomery County	63.03%
Prince George's County	55.80%

Maryland Cities/Towns	Town of Bladensburg	City of Bowie	City of College Park	City of Frederick	City of Gaithersburg
Election Cycle					
Election Day Hours	7 a.m.- 7 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.
Number / Year	Every 2 years in odd years	Every 4 years; next election November 2019	Every 2 years in odd years	Every 4 years; next election November 2021	Every 2 years; next election in 2019
Before Election Day Options					
By Mail Absentee Eligibility	Upon request; no reason needed	With approved application; no reason needed	With approved application; no reason needed	Upon request; no reason needed	Upon request; no reason needed
Early Voting	No	No	Beginning in 2019	Board of Aldermen's discretion; 2017 election had 2 days	2 days
In-Person Absentee	No, application due 6 weeks prior to election	Application must be presented by 5 pm on the day before the election.	Allowed one week prior to Election Day only	Yes, from Wednesday prior to election until polls close on election day	Yes
Voter ID Requirements					
Requirements to vote	Information compared to Voter Poll Book	Voter verbally confirms information on voter authority cards provided by County	No ID required. Voter provides name, address, DOB orally	Not provided	Compared to voter data received from Montgomery County
Primary Elections					
Date(s)	NA	NA	NA	Every 4 years; next primary September 2021	NA
Open/Closed	NA	NA	NA		NA

Maryland Cities/Towns	Town of Bladensburg	City of Bowie	City of College Park	City of Frederick	City of Gaithersburg
Provisional Voting					
Counting	Refers to Prince George's County rules	None	Not provided	Not provided	Not provided
Voter Requirements/ Other					
Minimum Age	18	18	18	Not provided	18
Citizenship	US		US		US
Residency	Municipality for at least 30 days	Residents of incorporated Bowie	Must be registered to vote with Prince George's County Board of Elections at current address in College Park		Must be registered at an address located within the City limits
Same day registration	No	No	No	No	No
Voter turnout / most recent election	14.% (2017)	15.33% (Dec. 2017)	14.5% (2017)	21.58% (2017)	9.61% (2017)

Maryland Cities/Towns	City of Greenbelt	City of Hyattsville	City of Laurel	City of Rockville	City of Takoma Park
Election Cycle					
Election Day Hours	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.	7 a.m. - 8 p.m.
Number / Year	Every 2 years; next election in 2019	Every 2 Years; Next Election in May 2019	Every 2 years in odd years	Every 4 years; next City Election will occur in 2019	2-year concurrent terms for all. Changing from odd to even year to coincide with presidential and gubernatorial elections in 2020.
Before Election Day Opt					
By Mail Absentee Eligibility	Upon request (fill out application form or write a letter of application); no reason needed	Upon request; no reason needed	With approved application; no reason needed.	Upon request; no reason needed	Upon request, no excuse.
Early Voting	13 days	2 days	1 day	2 days	5 days
In-Person Absentee	Yes	Not provided	No	Same-day registration allowed; vote provisionally	Yes
Voter ID Requirements					
Requirements to vote	Compare to voter poll book info	No	Not provided	Information compared to Voter Poll Book	No ID except same day registrants or if ID required pursuant to County BOE.
Primary Elections					
Date(s)	NA	NA	NA	NA	NA
Open/Closed	NA	NA	NA	NA	NA

Maryland Cities/Towns	City of Greenbelt	City of Hyattsville	City of Laurel	City of Rockville	City of Takoma Park
Provisional Voting					
Counting	Provisional goes by PG County rules	Provisional voting via application	Not provided	Provisional needed if same-day registration voter	Provisional needed only if registering and voting on the same day without providing ID.
Voter Requirements/ Ot					
Minimum Age	16	16	Not provided	18 (can register at age 16)	16
Citizenship	18	NA		US	N/A
Residency	Residents of Greenbelt who are qualified to vote in PG County	Resident of Incorporated City of Hyattsville	Qualified residents of the City	Resident of incorporated City of Rockville	Residing in Takoma Park for 21 days immediately preceding the election.
Same day registration	No	Yes	No	Yes	Yes
Voter turnout / most recent election	15.5% (2015)	15% (2017)	Not provided	15.87% (2015)	22% (2017)

BY-LAWS

OF THE ELECTION OFFICIALS TECHNICAL COMMITTEE OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

Article I

Name

The name of this Committee shall be the Election Officials Technical Committee ("Committee") which shall be constituted as regular standing Committee of the Metropolitan Washington Council of Governments ("MWCOG").

Article II

Purpose

The Committee shall have the following purposes:

- It shall serve as a forum for the exchange of ideas and information between the Members and their respective jurisdictions;
- It shall facilitate coordination of efforts among Member jurisdictions on issues of common concern and determine when to seek action by the MWCOG; and
- It shall strive to promote accessibility, efficiency, and integrity of voter registration and elections in each Member jurisdiction.

Article III

Members

Section 1. Membership shall be open to any election official appointed or regularly employed by any member jurisdiction. Member jurisdictions are those represented on the MCCOG which are in good standing with the MWCOG.

Section 2. The number of individual Members of this Committee shall not be limited.

Section 3. Any individual having become a Member shall be eligible to serve as an Officer of the Technical Committee or on any standing committee of the Committee.

Article IV

Officers

Section 1. The Officers of the Technical Committee shall be designated "Co-Chairs." If possible, neither the District of Columbia, Maryland, nor Virginia will provide more than one of the two Co-Chairs.

Section 2. The Members will choose a Recording Secretary who shall record the proceedings and prepare Minutes. The Secretary shall also prepare Agendas for upcoming meetings.

Section 3. At the first regularly held meeting of each calendar year, known as the Annual Meeting, the Technical Committee will nominate and elect its Officers and Recording Secretary for the coming calendar year. They will be elected by those Members present at the January meeting. The Officers' one-year term of office shall begin at the close of that meeting.

Article V

Meetings

Section 1. The regular meetings of the Technical Committee shall be held on the second Friday of January, April, June, and September, unless otherwise agreed to by the members.

Section 2. The first regular meeting of each calendar year shall be known as the Annual Meeting and shall be for the purpose of electing Officers, forming working committees, planning, and conducting any other business that may arise.

Section 3. The Co-Chairs may call special meetings as may be required to support the Purposes of the Committee as outlined in Article II.

Section 4. Passage of a motion or election of officers requires a simple majority of members present.

Article VI

Committees

Section 1. The Co-Chairs may appoint a committee on Voter Registration composed of three Members, which may include one each from the District of Columbia, Maryland, and Virginia, at the Annual Meeting. It shall be the duty of this committee to monitor legislation and proposed administrative changes affecting Voter Registration.

Section 2. The Co-Chairs may appoint a committee on Voter Education and Outreach composed of three Members, which may include one each from the District of Columbia, Maryland, and Virginia, at the Annual Meeting. It shall be the duty of this committee to explore ways of reaching voters in the MWCOG area with the goal of increasing their level of knowledge on voting procedures.

<u>Section 3</u>. The Co-Chairs may appoint a committee on Program Planning composed of three Members, which may include one each from the District of Columbia, Maryland, and Virginia, at the Annual Meeting. It shall be the duty of this committee to assist the Co-Chairs in identifying, recommending and, if so authorized, contacting speakers and other persons of interest for regular meetings of the Technical Committee.

<u>Section 4</u>. The Co-Chairs may appoint such other working committees as may be deemed necessary.

<u>Section 5</u>. The Co-Chairs shall serve as *ex officio* members of all working committees.

Article VII

Amendment of By-Laws

These By-Laws can be amended at any regular meeting of the Technical Committee by a two-thirds vote of members present, provided that the proposed amendment has been distributed in writing to each Member in attendance at the previous meeting. The Recording Secretary will send copies of all proposed amendments to all Members as an attachment to the Agenda for the meeting at which they will be voted upon.

By-Laws Revised May 2012

AGENDA ITEM #8

ADDRESSING ACCESSIBILITY OF REGION'S HOUSING SUPPLY

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Photo credit: Mr.TinDC/Flickr

Seven Transportation Initiatives for a Better Future

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

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

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

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

National Capital Region
Transportation Planning Board

→ BRING JOBS AND HOUSING CLOSER TOGETHER

What is it?

- **More housing and jobs in central locations.** There would be new opportunities for people to live or work in "Activity Centers" – places where jobs and housing are concentrated and it's easy to walk, bike, or take public transit.

- **Taking advantage of underused Metro stations.** Local planning efforts would encourage housing and job growth close to Metrorail stations that aren't as busy as others and have available space nearby for new construction.

- **Reduced traffic from commuting from outside the region.** Our region doesn't have enough housing for our expected growth. By building more housing, we can encourage more people to live in our region instead of commuting in and out every day.

- **Coordinated local policies.** This initiative asks regional leaders to coordinate local policies -- through zoning and revisions in local plans – that would allow more people to live closer to jobs.

The region's 141 Activity Centers (red dots on the map) are intended to be walkable places for concentrated housing and job growth.

Frederick

Montgomery

Loudoun

DC

Fairfax

Prince George's

Prince William

Charles
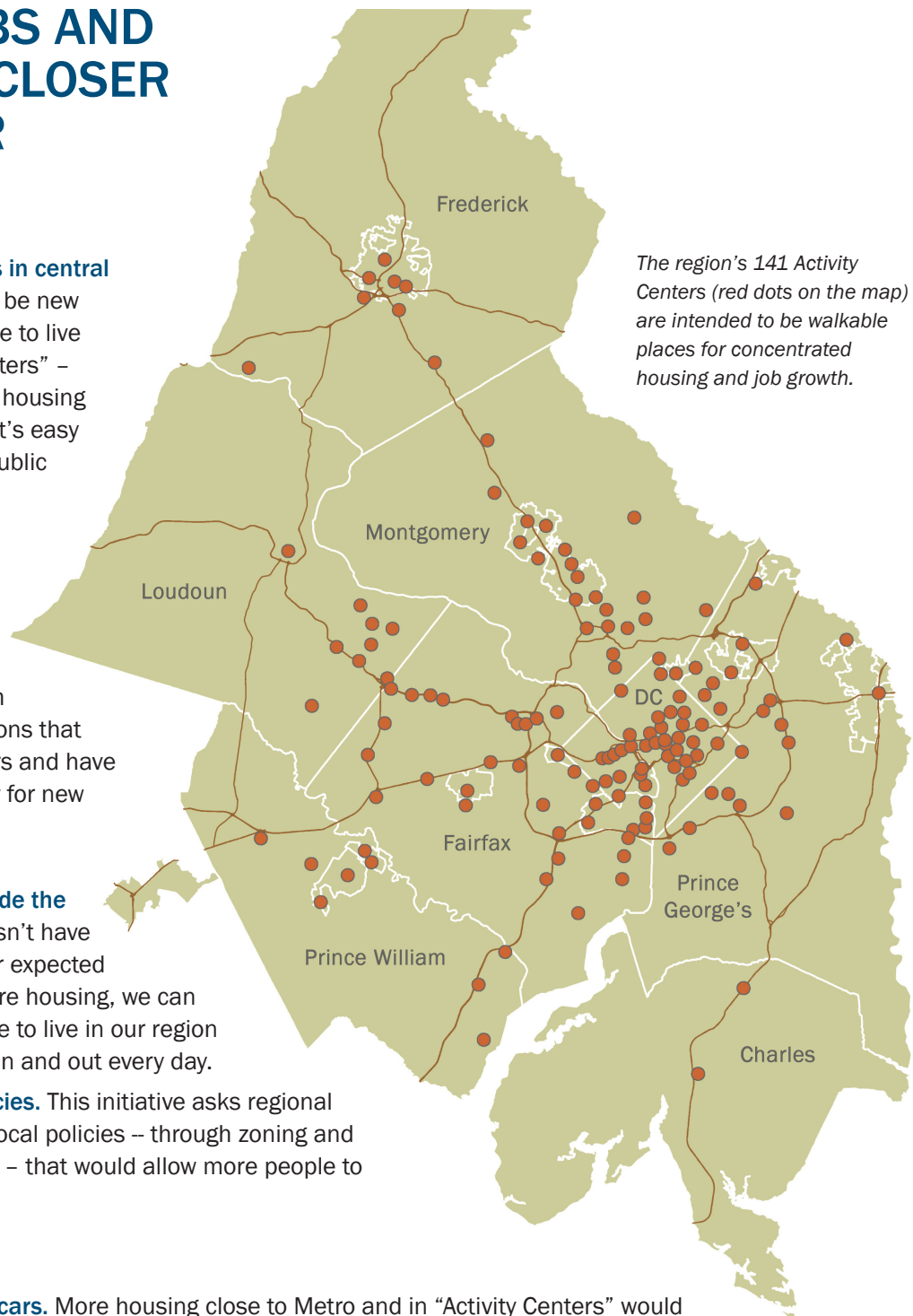
"Visualize" the future:

- **Fewer, shorter trips in cars.** More housing close to Metro and in "Activity Centers" would let more people walk to work and transit. That means there would be fewer cars on our region's roads. And that would significantly reduce congestion, making driving more reliable for those who commute by car.

- **Increased economic opportunity.** More jobs would be available to more people within a short distance from home – which is particularly important for low-income workers and those without cars.

- **Vibrant communities.** Imagine being able to walk and bike to work, school, errands, and fun. It's good for our health and for the environment. More household growth concentrated in central locations would help us achieve that future.

Photo credit: Beyond DC/Flickr

➡ EXPAND BUS RAPID TRANSIT REGIONWIDE

What is it?

- **Buses that feel like rail.** Bus-rapid transit (BRT) in suburban Maryland, Northern Virginia, and D.C. would provide high-quality transit services that approach the speed of rail, but at a fraction of the cost to build.

- **A dramatically expanded transit service.** Express bus, streetcar, and light rail systems would be available for more people in more places throughout the region.

- **Targeted rail projects.** Streetcar and light rail routes would provide targeted connections within the regionwide system, serving high-density locations and promoting economic development.

"Visualize" the future:

- **A diversity of transit options.** Imagine having access to express transit, even if you live or work far from a Metrorail station. Fast and reliable transit now comes in many shapes and forms, and in the future, this initiative would provide an abundance of options. BRT buses would operate in their own separated lanes with pre-payment systems and level boarding to get people on and off quickly.

- **More access to jobs.** Along with new transit comes access to new opportunities. BRT, light rail, and streetcars would not only connect the region's many "Activity Centers" – our economic engines – but would also help people move around within them. More transit would provide new travel options for scores of people who currently struggle to get to and from work.

- **Better bike/ped access.** New buses and rail encourage walking and bicycling. To maximize the benefit of new transit services, we need to make sure people can get to and from stations on sidewalks, paths and bike lanes safely.

⇒ MOVE MORE PEOPLE ON METRORAIL

What is it?

- **Moving more people through the center of the region.** To move more people on Metrorail, there would be more trains and lines, and stations would be expanded. The focus would be on the downtown core of the region to accommodate more riders where stations and trains are overcrowded.

- **Longer trains.** In the near-term future, eight-car trains (instead of six-car trains) would run on all lines at all times.

- **Expanded stations.** Stations at the heart of the system would be expanded to handle new riders with less crowding. These changes would include expanded mezzanines and new fare gates and escalators.

- **A second station in Rosslyn.** The addition of a second Rosslyn station to increase the frequency of Orange, Blue, and Silver Line trains would relieve a system bottleneck that slows down commutes throughout the region.

- **A new inner loop.** A new loop rail line across the Potomac River (via a new Rosslyn tunnel) would connect Virginia to Georgetown, and on to Union Station.

"Visualize" the future:

- **Dependability.** With Metro restored to an excellent state of good repair, imagine more trains, running more often, with stations that have space for more people. The expanded capacity would make the Metrorail system more reliable and efficient.

- **Region-wide impacts.** Enhancing capacity on the existing system would benefit the whole region. Currently, the 26 stations in the region's core are the destination or transfer point for 80 percent of all rail riders system-wide. When those links are clogged, travel everywhere is affected.

- **Reduced road congestion.** These projects would not only affect transit riders. By making it easier to get on the train, we can reduce road congestion significantly and shorten many daily trips, whether on Metro or by car.

- **World-class system.** The economic benefits would be profound. Enhanced capacity on Metrorail would improve access to jobs and strengthen our competitive advantage in the global economy.

Photo credit: TPB

⇒ PROVIDE MORE TELECOMMUTING AND OTHER OPTIONS FOR COMMUTING

What is it?

- **Reducing solo car trips.** This initiative would expand programs to increase the number of people who telework, find carpools, or use transit. These programs can be implemented by employers, government programs, or both.

- **More workers teleworking.** As a result of employer-based incentives, one in five workers in the region would telework each day. That's double the amount today. In addition, workplaces would let employees come to work early or late some days to avoid traveling during rush hour.

- **Subsidies for not driving.** The number of employees receiving transit and carpool subsidies from work would increase significantly. And workers who currently receive free parking could receive the cash value of that benefit to pay for transit or other commuting options (known as parking cash-out.)

- **Reduced parking incentives at work.** Local governments and employers would stop subsidizing the cost of parking in the region's "Activity Centers," where jobs and housing are concentrated. This would encourage more people to carpool or take transit. The new parking prices would vary based on distance from central business districts. Areas that currently do not charge for parking would charge lower amounts than those that already charge.

"Visualize" the future:

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

- **Reduced emissions.** Vehicle emissions would consequently decrease, greatly benefiting the region's air quality and environment.

Photo credit: Marco Verch/Flickr

Photo credit: VDOT/Flickr

⇒ EXPAND EXPRESS HIGHWAY NETWORK

What is it?

- **Congestion-free toll roads.** Toll lanes would be added to existing highways throughout the region. Traffic on these lanes would be congestion-free because of dynamic pricing – toll rates increase during the most congested times of day. And higher tolls would reduce demand on the lanes, keeping traffic free-flowing.

- **Building on an emerging toll road network.** Managed lanes exist today on new facilities in Maryland and Virginia. We are already seeing that toll lanes are the most likely way that we will be able to fund needed road projects in our growing region, even as we seek to reduce our dependence on driving alone. They would also encourage carpooling by exempting cars with more passengers from the tolls.

- **New opportunities for transit.** A new network of express buses would travel in the express toll lanes, connecting people and jobs throughout the region. The revenues generated from the tolls would be used to operate the new extensive regional network of high-quality bus services.

"Visualize" the future:

- **Less congestion, faster trips.** The expanded express lane system would reduce average travel times and congestion. Driving would be more reliable and predictable.

- **Speedy bus service.** Operating in free-flowing traffic would ensure reliable bus service. For people who cannot regularly afford to drive in toll lanes, express buses would provide an attractive and dependable way to take advantage of the congestion-free express lanes.

- **Expanded access to jobs.** Express lanes would expand economic opportunity, making it easier for commuters to know with certainty that they can get to work on time on a regular basis.

⇨ IMPROVE WALK AND BIKE ACCESS TO TRANSIT

What is it?

- **More paths to transit.** Our region doesn't have enough safe options for walking or bicycling to transit stations. Often, there are barriers in the way, such as a lack of safe sidewalks or crosswalks, or a major road that cannot be crossed. If you live or work within a half mile of a rail or BRT station, you should be able to walk to the station within 10 minutes on average, or bike to the station within a short period.

- **Removing barriers for walkers and bicyclists.** Sidewalks would be built or repaired, crosswalks and crossing signals would be installed, and new trails would be constructed. Walking or biking would be comfortable and convenient.

"Visualize" the future:

- **Safe and comfortable.** Imagine having easy and safe access to transit, free of worry from unsafe sidewalks, poor lighting, or lack of safe crossings. Throughout the region, many more people would have safe and easy access to high-capacity transit – not only would this mean that people's personal safety while walking or biking to transit stations would improve – but it would also mean more people would choose to use transit because it would become a much more attractive option to them.

- **Providing key links.** First- and last-mile connections would provide access to jobs and other destinations within shorter commute times. Such cost-effective measures can improve Metro ridership and stimulate the economy. More people taking transit would take more cars off the roads, improving the environment and helping to reduce congestion for those who drive.

- **Easily move around your community.** Diverse economic activities would thrive if people can easily move around their communities. Seniors, people with disabilities, and transit-dependent populations would have more opportunities to get around without a car. Communities would benefit from increased street life and renewed vibrancy.

⇨ COMPLETE THE NATIONAL CAPITAL TRAIL

What is it?

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

Visualize" the future:

- **Access to opportunities.** When complete, the trail would connect 26 Metrorail stations and 36 of the region's "Activity Centers," where jobs and housing are concentrated. This means many thousands of the region's residents would have access to high-quality trails for recreational use and vital connections for commuting and making other daily trips via the trail or by connecting to transit.

- **A regional network.** The trail would be a regional crossroads, where visitors would mingle with local residents, and connections to communities would be easily navigable.

Let us know what you think!

Throughout 2018, the TPB is conducting an open conversation with residents in the region to learn whether and how these initiatives could make a positive impact on their lives – next year and 25 years from now.

The results from this outreach will be summarized in the final Visualize 2045 plan, scheduled for approval in October 2018. Even more importantly, comments from the public will help to support the implementation steps necessary to turn these ideas into reality.

To comment on the TPB's endorsed initiatives of other aspects of Visualize 2045, go to: **www.mwcog.org/visualize2045**.

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

TPB LONG-RANGE PLAN TASK FORCE INITIATIVE

Optimize Regional Land-Use Balance

Kanti Srikanth
TPB Staff Director

Metropolitan Washington Council of Governments
April 10, 2019

National Capital Region
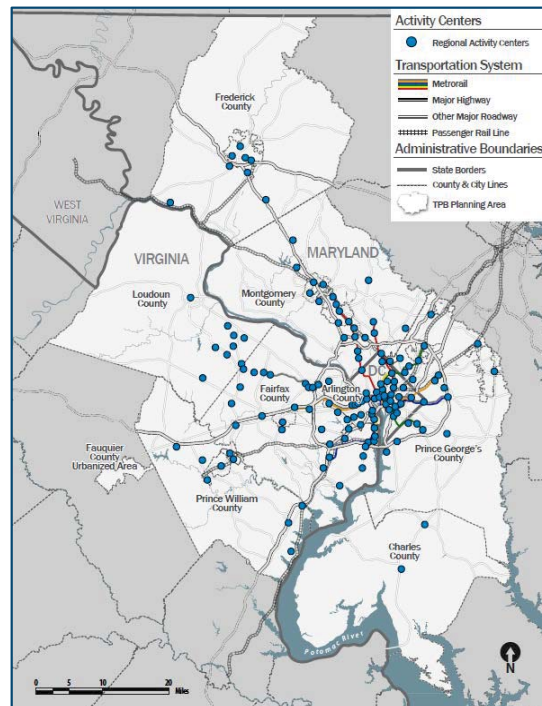**Transportation Planning Board**

TPB's Call to Action

- **December 20, 2017:**

   The region's jurisdictions and transportation agencies to develop projects, programs, or policies to advance the ideas represented by its **5 Aspirational Initiatives.**

   To substantially improve:

   - Mobility

   - Accessibility

   - Performance of the region's transportation system

Why the call for action?

Dissatisfied with the outlook for the long term performance of the region's transportation system – short of goals and vision.

- 2/3 of Population not close to high capacity transit
- Majority of work trips in single occupant vehicles (Inner/Outer Suburbs – 61% / 76%)
- Increase in daily vehicular delay (74%)
- More roadway lane miles congested in peak hour (65%)
- Decrease in auto accessibility to jobs in eastern parts of the region
- Greenhouse gas reductions short of regional goals (24% vs. 80%)

Source: TPB, "Performance Analysis of the 2016 CLRP Amendment," Nov. 16, 2016

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TPB's 5 Aspirational Initiatives

1. **Optimize and balance land use throughout the region**

2. Implement enhanced travel demand management strategies consistently throughout the region

3. Operate bus rapid transit, light rail, and streetcars throughout the region

4. Enhance Metrorail capacity in the region's core

5. Provide a regional network of express lanes with express bus services that exempt high-occupancy vehicles from tolls

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Why these five initiatives?

- **Targeted** – to address identified challenges to achieving transportation goals
- **Multi-disciplinary** – combination of mutually supportive projects, programs, and policies
- **Evaluated** – improvement potential quantitatively and qualitatively against region's challenges
- **Top performing** – ideas relative to identified challenges to achieve transportation goals
- **Pragmatic** – builds on agreed upon strategies that are being pursued yet are not fully exploited
- **Majority consensus of region's jurisdictions and transportation agencies**

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Potential Improvements – Land Use

Quantitative MOEs	2040 CLRP	Initiative	Change from CLRP
Travel Time: average travel time per commute trip			
Single occupant vehicle (SOV)	50.7	48.2	-5%
High-occupancy vehicle (HOV)	58.9	55.4	-6%
Transit	53.9	51.4	-5%
Vehicle Hours of Delay			
Daily vehicle hours of delay	1.85 million	1.53 million	-19%
Jobs Accessibility			
Transit: # of jobs accessible within 45-min transit commute	523,000	577,000	10%
Auto: # of jobs accessible within 45-min auto commute	876,000	962,000	10%
Commute Mode Share			
Single occupancy vehicle (SOV)	58.1	57.0	-2%
High-occupancy vehicle (HOV)	11.6	11.2	-4%
Transit	24.6	24.6	<1%
Bicycle/Pedestrian	5.6	7.2	29%
Reliable Trips			
Share of passenger miles on reliable modes	11.5%	11.5%	0%
Vehicle Miles Traveled (VMT)			
Daily VMT	141.91 million	137.44 million	-3%
Daily VMT per capita	21.2	19.9	-6%
Transit Options			
Share of households in zones with high-capacity transit	39.9%	44.3%	9%
Share of jobs in zones with high-capacity transit	57.7%	59.0%	2%

National Capital Region
Transportation Planning Board

Challenges Potentially Addressed – Land Use

Challenges	Compared to CLRP
Road Congestion	High
Transit Crowding	Negative
Inadequate Bus Service	Neutral
Access to Bike/Ped Options	High
Development around Metrorail	High
Housing & Job Location	High
Metrorail Repair Needs	Neutral
Roadway Repair Needs	Neutral
Incidents and Safety	Medium
Pedestrian & Bicyclist Safety	Low
Environmental Quality	Medium
Open Space Development	Medium
Bottlenecks	Medium
Reliable Access to Intercity Hubs	Low

KEY: ● High ◒ Medium ◒ Low ○ Neutral ● Negative

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Optimize and Balance Land Use initiative

- More housing in the region

  - Identify ways to develop more housing <u>in</u> the region to provide workers to meet forecast regional job growth

- Optimize and coordinate transit investments and land use

  - Identify ways to increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit

- Balance future growth in jobs and housing regionwide

  - Achieve a better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region

National Capital Region
Transportation Planning Board

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Washington, DC 20002

National Capital Region
Transportation Planning Board

ADDRESSING THE ACCESSIBITY OF THE HOUSING NEEDED

Paul DesJardin
Director of Community Planning and Services

COG Board of Directors
April 10, 2019

Metropolitan Washington
Council of Governments

Key Questions – the 3 "A"s

✓ **Amount:**

Can the region accommodate an additional 100,000 households above what is currently forecast by 2045?

Accessibility:

Can the additional households be located in Activity Centers and near High Capacity Transit areas?

❑ **Affordability:**

What is the right mix of housing types and prices to accommodate our current and future workers?

Amount: Findings from February 2019

- Is there capacity for an additional 100,000 households beyond what's currently forecast within the region's existing comprehensive plans?

  - **YES,** comprehensive plans have enough capacity to address increased housing production

  - However, zoning and comprehensive plan changes may still be necessary for jurisdictions

Current Hurdle: Accessibility

Round 9.1 Cooperative Forecasts: 2015 to 2045 Growth in Activity Centers

Employment
(+1,113,000)

25%

75%

Households
(+648,000)

36%

64%

■ Inside Activity Centers   ■ Outside Activity Centers
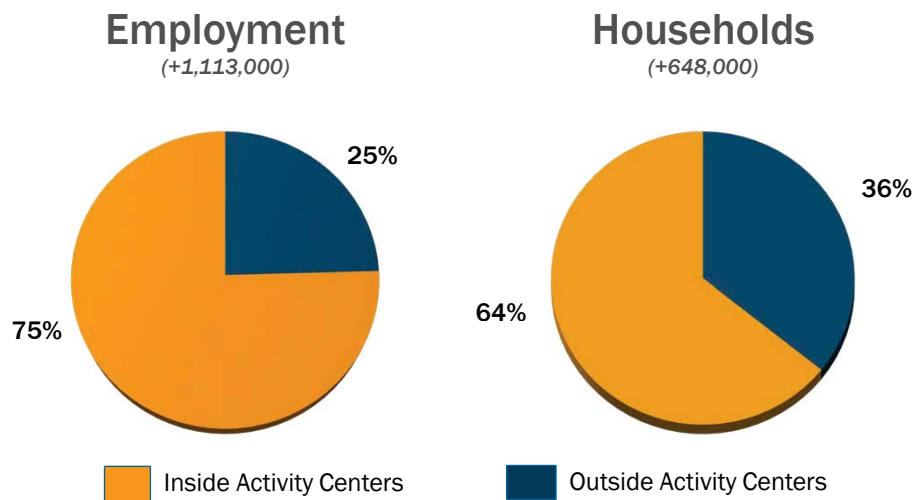
Activity Centers

High-Capacity Transit Stations

- 98 Metrorail Stations

- 39 Commuter Rail Stations

- 21 Light Rail Stations

- 120 BRT Stations

- 19 Streetcar Stations

- **297 Total Stations**

Metropolitan Washington
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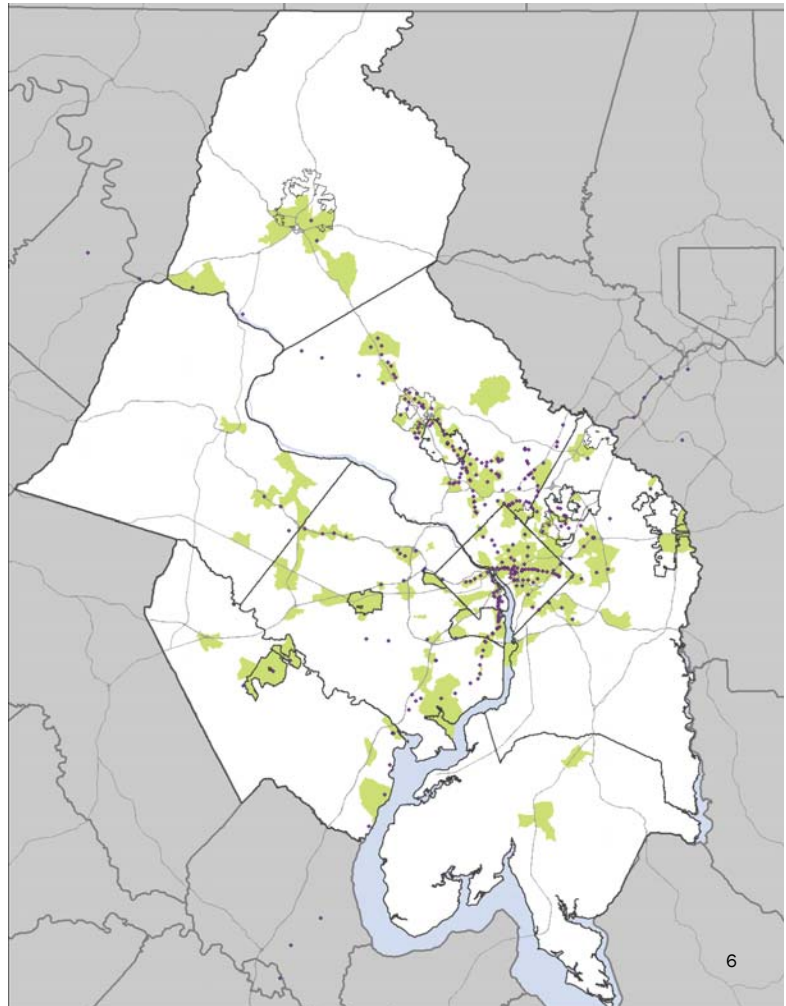
Accessibility: Preliminary Assessment

Sub-regional Shares of Additional 100,000
Housing Unit Capacity Within Activity Centers
and High-Capacity Transit Stations

2%

13%

84%
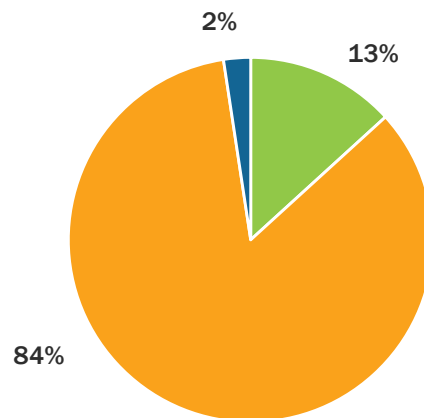
- Central Jurisdictions ■ Inner Jurisdictions ■ Outer Jurisdictions

Metropolitan Washington
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Next Hurdle:
Analyzing Affordability

- Presentation to COG Board on June 12

Constellation of Housing
Research Efforts

Next Steps

- Today: Adopt Resolution Establishing Housing Strategy Group

- June 5: CAOs Retreat

- June 12: Assessment of "Affordability"

- July 20-21: COG Leadership Retreat

- Fall 2019: Putting together the Amount, Accessibility, and Affordability pieces. What might a regional housing solution look like?

Metropolitan Washington
Council of Governments

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Metropolitan Washington
Council of Governments

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

RESOLUTION ESTABLISHING A COG HOUSING STRATEGY GROUP

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of the 24 jurisdictions of the National Capital Region's 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 September 2018 the COG Board approved Resolution R33-2018 directing additional research to address the increasing demand for housing in the region; and

WHEREAS, over the past seven months COG staff have been working with the COG Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC) to assess the amount, accessibility, and affordability of creating additional housing beyond what is currently anticipated in the region; and

WHEREAS, the PDTAC will assess the factors and impediments to adding more housing units, such as lack of critical public infrastructure (transportation, schools, water and sewer); and

WHEREAS, additional input from regional elected leaders is needed to address the potential impediments to addressing the housing need in the region.

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

The COG Board of Directors approves the establishment of a Housing Strategy Group composed of members appointed by the COG Board Chairman. The Housing Strategy Group will study and deliberate on research by regional staff and strategic partner organizations, consider potential efforts at the local and regional level to move the housing initiative forward, and report back to the COG Board in July and September 2019.

AGENDA ITEM #9

SHAPING HEALTH
OPPORTUNITY

UNEVEN OPPORTUNITIES

How conditions for wellness vary across the metropolitan Washington region

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Heidi Schoomaker, BA

David Wheeler, PhD
Lauren Snellings, MPH, CHES
Jong Hyung Lee, MS

VCU Center on Society and Health

October 2018

ACKNOWLEDGMENTS

THE CENTER ON SOCIETY AND HEALTH

Virginia Commonwealth University Center on Society and Health is an academic research center that studies the health implications of social factors—such as education, income, neighborhood and community environmental conditions, and public policy. Its mission is to answer relevant questions that can "move the needle" to improve the health of Americans. We present our work in formats and venues that are useful to decision-makers and change agents. The Center pursues these goals through collaboration with scholars in different disciplines at VCU and other institutions, and by nurturing partnerships with community, government, and private-sector stakeholders.

INTRODUCTION

Washington, D.C. is the nation's capital and a center of geopolitical influence. The metropolitan Washington region—the District of Columbia and the surrounding suburbs of suburban Maryland and Northern Virginia—is not only the seat of government but also home to major industries such as information technology, health care, research, and tourism, among others. The population of the District of Columbia was approximately 680,000 in 2016, but more than 4.5 million people lived in the suburban Maryland and Virginia communities that surround the city.[a]

At first glance, the health of this population is excellent, well above the national average. According to an Institute for Health Metrics and Evaluation report, as of 2014, life expectancy in Fairfax County and Loudoun County was among the highest of any county in the United States.[1] For many years, the counties in the metropolitan Washington region have ranked among the healthiest in Maryland and Virginia.[2]

But the health status of the local population is not uniform across the region. In fact, the statistics of individual neighborhoods vary dramatically. As discussed below, this study examined mortality rates across the region's 1,223 census tracts[b] and found that life expectancy at birth—how long a newborn baby can expect to live—varied by 27 years (see Figure 1). The census tracts with the lowest and highest life expectancies were both in the District, ranging from 67 years in a neighborhood of Trinidad near Gallaudet University (tract 88.04) to 94 years in the Foxhall area of Georgetown (tract 8.01). Other reports have shown striking geographic differences in other health measures such as infant mortality, obesity, heart disease and diabetes.[3,4]

a. This report defines the metropolitan region as including the District of Columbia; Maryland (Charles County, Frederick County, Montgomery County, Prince George's County); and Virginia (City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, Loudoun County, City of Manassas, City of Manassas Park, and Prince William County).

b. Census tracts are small, relatively permanent statistical subdivisions of a county (or independent city in states like Virginia) created by the U.S. Census Bureau and updated every 10 years. Designed to provide stable estimates of population data, and typically smaller than ZIP codes, census tracts contain a population between 1,200 and 8,000 people, with an optimum size of 4,000 people. For more information see: https://www.census.gov/geo/reference/gtc/gtc_ct.html.
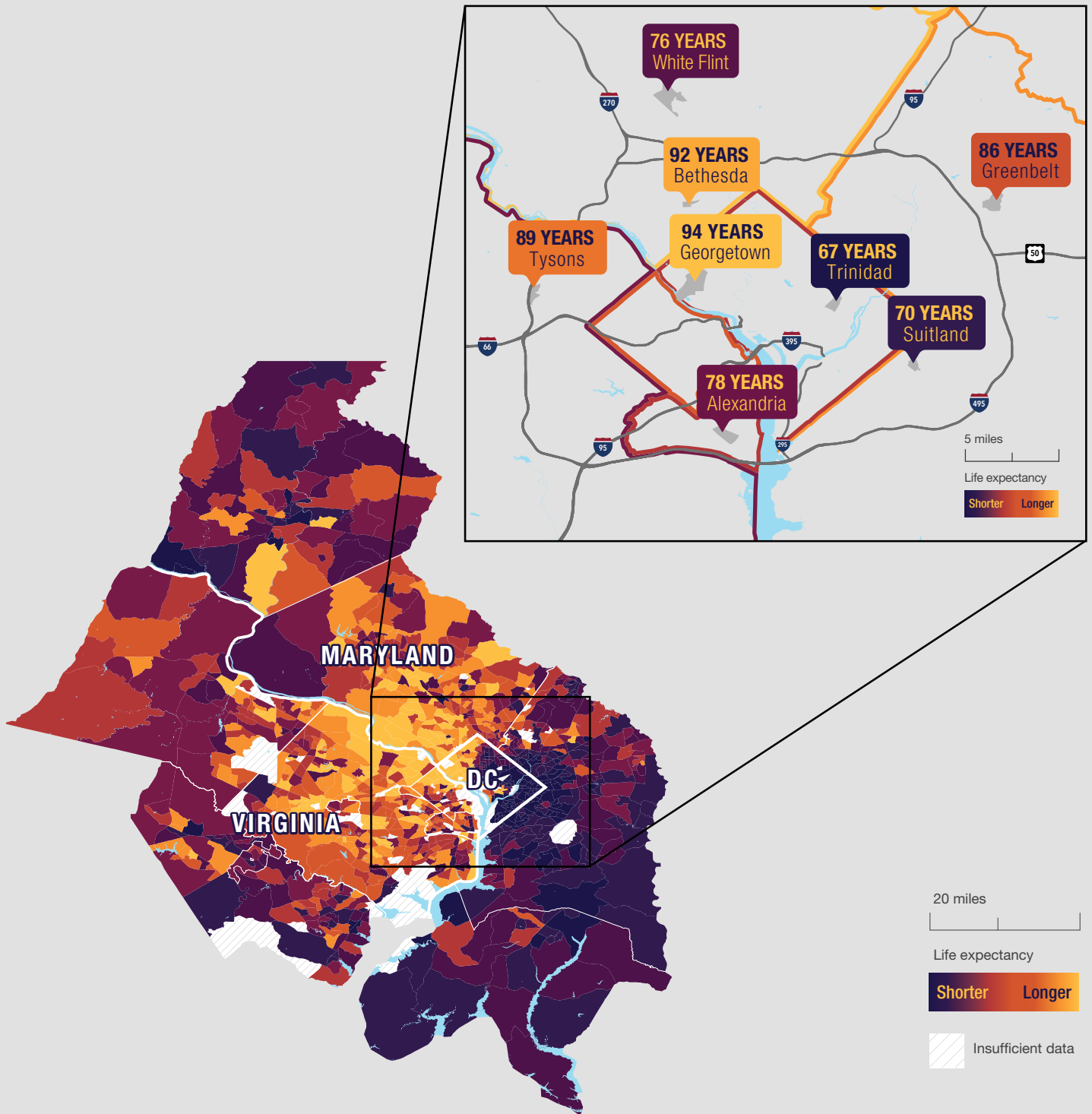
FIGURE 1. LIFE EXPECTANCY AT BIRTH IN THE METROPOLITAN WASHINGTON REGION

Life expectancy, how long a newborn can expect to live, varies 27 years across the census tracts of the metropolitan Washington region. Darkly shaded tracts, reflecting lower life expectancy, exist in every jurisdiction—not just the District of Columbia and nearby neighborhoods but also suburban Maryland (Charles County, Frederick County, Montgomery County, Prince George's County) and Virginia (Alexandria, Arlington County, Fairfax County, Loudoun County, and Prince William County). See Table 1-A in the appendix for life expectancy ranges for individual jurisdictions and Figure 1-A in the appendix for a full-size map.
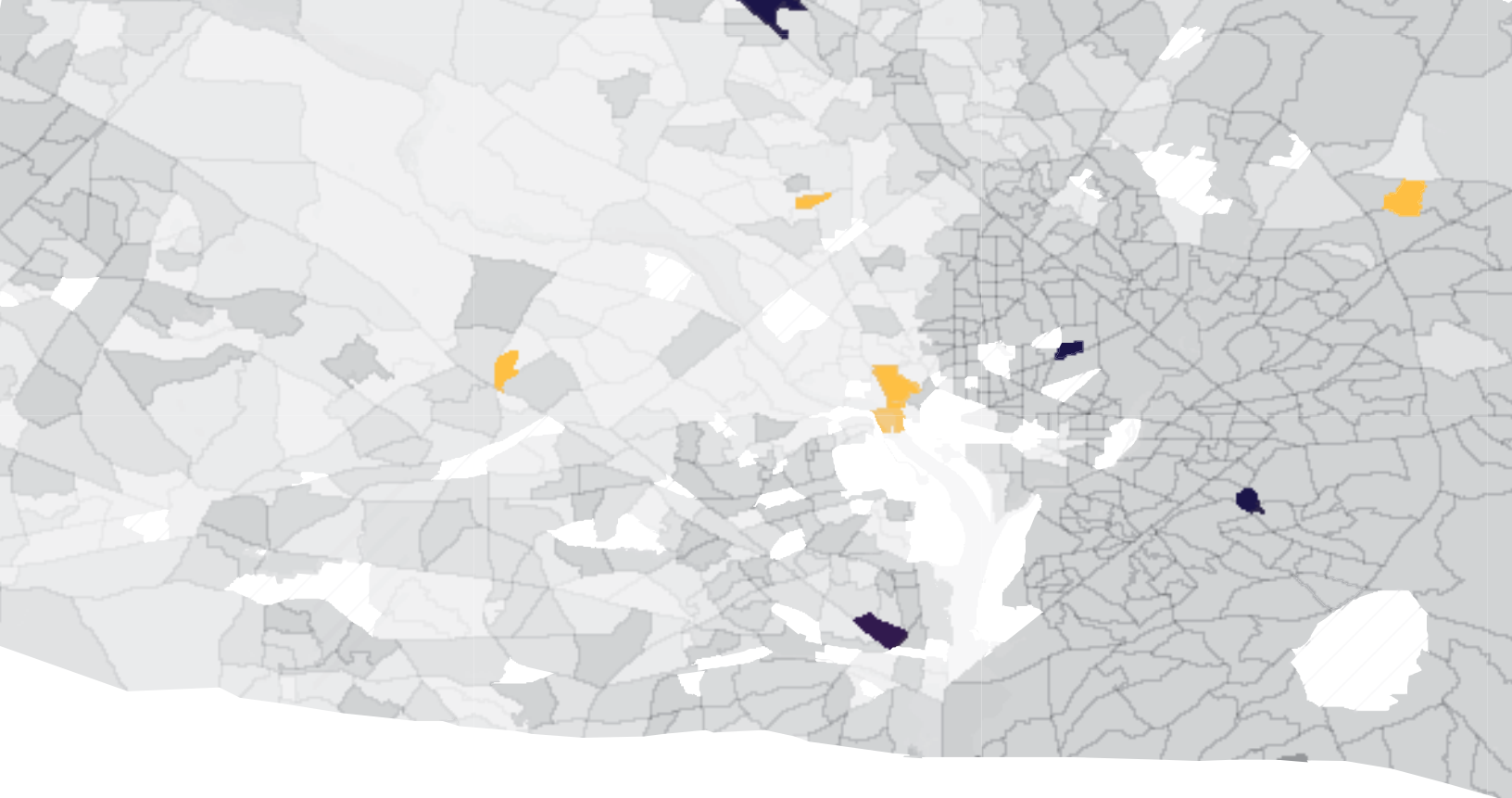
WHAT EXPLAINS DIFFERENCES IN HEALTH?

A common misconception in American society is that health is determined by health care, but studies show that health care accounts for only 10–20% of health outcomes.[5] Access to affordable, high-quality health care—including health insurance—is "necessary but not sufficient" for good health. We need access to doctors and hospitals to prevent and treat disease, but our health is shaped at a more fundamental level by other factors. For example, by some estimates, tobacco use (e.g., smoking), physical inactivity, unhealthy diets, and problem drinking account for 40% of deaths from chronic diseases like diabetes and heart disease.[6]

Another common misconception is that our personal health choices—whether to engage in healthy behaviors or go to the doctor—are matters of personal responsibility that are fully under our own individual control. People can only make the choices they have. An individual's access to medical care or ability to live a healthy lifestyle depends partly on personal choice but also on socioeconomic circumstances and one's environment.[7] For example, families cannot eat healthy diets if nutritious food is unaffordable or sold only outside their neighborhoods, or if local restaurants consist largely of fast food outlets. Low income urban families without transportation are living in a "food desert" if a supermarket or other outlet is more than a half mile from where they live. Children cannot regularly exercise if their neighborhoods lack access to sidewalks, playgrounds, parks, or other areas for safe, active play. Our health, and the large geographic differences in health that exist across neighborhoods or the metropolitan Washington region, is shaped largely by the social determinants of health.

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THE SOCIAL DETERMINANTS OF HEALTH AND WHY THEY MATTER

Education: why it matters

Individuals with less education (e.g., adults who have not graduated from high school or attended college) have significantly poorer health than those with more education. We live in a knowledge economy. Manufacturing jobs are on the wane and pay inadequate wages to support the cost of living, especially the high costs that exist in areas like the metropolitan Washington region. Education is the pathway to better jobs, higher income, health insurance, and the resources to live in healthier and safe neighborhoods. Social mobility—the chances that a low-income child can earn more than his or her parents—is now lower in the United States than in other industrialized countries.[8] Workers with less education or training cannot compete for jobs that provide a livable wage. And children who cannot obtain a higher education are less likely to climb the economic ladder and escape the cycle of poverty. It is precisely in low-income neighborhoods, where property tax revenues are low, that school districts (which depend on this revenue) have inadequate funds for schools and teachers and cannot always deliver an educational experience that prepares young people for success.

Economic and other household resources: why they matter

Income is necessary to live a healthy lifestyle—to afford fresh produce and other healthy foods, gym memberships, or programs to help quit smoking. The high cost of living in the metropolitan Washington region prices even the most basic needs for good health out of reach, especially among low- and middle-income families. For example, food security requires a stable income—to not worry about feeding one's family. A recent study found that a family of four in Virginia needs to earn at least $61,068 per year to cover basic expenses; the same family needs $100,004 to support and sustain an economically viable household.[9] People with limited incomes cannot afford to live in neighborhoods that are healthy, free of violent crime, and have other resources for good health. To have a stable economic future, people need not only income but also the means to build wealth (also called net worth) such as savings, retirement funds, and assets (e.g., a home) to serve as an economic cushion during hard times. All these factors shape health; families who have trouble making ends meet are forced to forego medical care, prescription medicines, and other costly resources needed for their health.

Housing: why it matters

The notoriously high cost of housing in the metropolitan Washington region makes it difficult for people to purchase homes or afford rental properties. Median home values, even in the area's poorest neighborhoods, exceed median home values in typical American communities. This results in the accumulation of housing cost burdens, where 30% (*moderate*) or 50% (*severe*) of one's income is spent on housing—money that an individual cannot spend on health care or other basic needs. Unstable housing—when housing costs force people to relocate, move in with others in overcrowded conditions, or become homeless—affects all aspects of life, including mental health and physical well-being. Substandard housing conditions such as water leaks and poor ventilation can lead to increased mold and other allergens associated with poor health. Overcrowding or exposure to lead and other toxins can cause or exacerbate illnesses. People living in areas with poor housing are also more likely to be exposed to other unfavorable living conditions outside the home such as vehicle emissions from nearby highways and higher crime rates. Conversely, people living in areas with quality housing are more likely to have access to neighborhood amenities financed by higher property taxes, such as bicycle paths and green spaces for outdoor activity, and to have few safety concerns.

Transportation: why it matters

Transportation is needed not only to access health care but also to reach jobs, child care, supermarkets that sell healthy foods, and other basic resources on which health and economic stability depend. This is especially true in commuting environments like the metropolitan Washington region where workers often travel long distances, frequently in heavy traffic, to reach their jobs. Families with limited incomes may not be able to own their own car or to afford public transit (e.g., Metro and commuter rail services) fares and highway tolls. Such families may lack convenient access to bus stops or Metrorail stations, and many must endure long trips that require multiple changes in bus or train routes to reach their destination. The accumulated hours of stress and sedentary inactivity from commuting are themselves harmful to health, even among people of higher socioeconomic status. But low-income commuters often lack the convenience (and health benefits) of being able to walk or cycle to work.

Air and water: why they matter

Clean air is essential to good health, especially for children with asthma and adults with chronic respiratory ailments. As the recent incident in Flint, Michigan demonstrated, water pollution and the risk of lead poisoning remain challenges in many cities. Low-income communities often fall victim to environmental injustice, as when low-income neighborhoods—often populated by people of color—are selected as sites for building factories or highways. Such communities also face higher risks of soil pollution, runoff from toxic effluents, and flooding.

The social environment: why it matters

Just as the physical environment affects health, so does our social environment. This includes not only the family dynamics in our households but also the social fabric of our communities. Research shows that health is influenced by shared values and norms among our networks of friends and family (*social capital*), the sense that our neighbors "have our back" (*social cohesion*), and by levels of social support within the community, including the support provided by faith-based organizations (e.g., churches, synagogues, mosques) and other places and events that bring the community together.[10] Conversely, our health is harmed by stresses incited by social division, trauma, violence, social isolation, and loneliness. When stress becomes chronic, it induces changes in body hormones that can damage the heart, kidneys, and immune system, and alter our genes— allowing the effects of trauma to be passed on to the next generation.[11] Among young children in particular, exposure to chronic stress and adverse childhood events (ACEs) affects growth and development, and alters the architecture of the developing brain with lasting lifelong consequences. ACEs are connected to adverse health outcomes later in life such as obesity, alcoholism, depression, and high blood pressure.[12,13]

The effects of chronic stress are intensified among people of color and other population groups that are victims of systemic discrimination (e.g., immigrants, religious faiths, the LGBT community, the disabled), both through the prejudices they experience in daily life and through the accumulated effects of historical trauma. The experience of racism, in particular, produces its own form of stress, resulting in a cascade of harmful social and biological effects.

To view the full report, please visit the
COG website at:
www.mwcog.org/healthindicatorsreport/

AGENDA ITEM #10

OTHER BUSINESS

AGENDA ITEM #11

ADJOURN