



BOARD OF DIRECTORS

Wednesday, August 12, 2020

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**
Derrick L. Davis, COG Board Chair
- 2. CHAIRMAN'S REPORT**
Derrick L. Davis, COG Board Chair
- A. Extension of 2020 Census Outreach Period
- Recommended Action: Approve Resolution R27-2020.**
- 12:05 P.M.** **3. EXECUTIVE DIRECTOR'S REPORT**
Chuck Bean, COG Executive Director
- 4. AMENDMENTS TO THE AGENDA**
Derrick L. Davis, COG Board Chair
- 12:15 P.M.** **5. APPROVAL OF THE MINUTES FROM JULY 8, 2020**
Derrick L. Davis, COG Board Chair
- Recommended Action: Approve minutes.**
- 6. ADOPTION OF CONSENT AGENDA ITEMS**
Derrick L. Davis, COG Board Chair
- A. Resolution R28-2020 – Resolution authorizing COG to receive and expend grant funds from the Federal Highway Administration for its advanced transportation and congestion management technologies deployment (ATCMTD) initiative program.
- B. Resolution R29-2020 - Resolution authorizing COG to enter into a grant agreement with the U.S. Forest Service through the District of Columbia to conduct an urban forest canopy analysis and to create food forest demonstration plots for the District of Columbia.
- C. Resolution R30-2020 – Resolution authorizing COG to procure and enter into a contract to COG Community Engagement Campaign (CEC).

Recommended Action: Adopt Resolutions R28-2020 – R30-2020.

12:20 P.M. 7. PREPARING FOR UPCOMING ELECTIONS

*Richard Keech, Loudoun County Deputy Registrar
Terri Stroud, District of Columbia Board of Elections General Counsel
Alysoun McLaughlin, Montgomery County Board of Elections Deputy Director*

Representatives of the COG Elections Officials Committee will update the board on recent election activities and brief on preparations for the 2020 general elections.

Recommended Action: Receive briefing.

12:50 P.M. 8. NEXT STEPS IN REGIONAL LAND-USE OPTIMIZATION FOR TRANSIT-ORIENTED COMMUNITIES

*Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning
Liz Price, Urban Land Institute Executive Director*

The Board will be briefed on the high capacity transit station areas expected by 2030 and the Transit Access Focus Areas (TAFAs) adopted by the TPB in July. Improving access to high capacity transit stations is the most cost-effective and equitable transportation investment that can help the region reach its goal of accessible, livable, sustainable and prosperous communities. The TAFAs support the regional land use policy framework of COG's *Region Forward*, the aspirations of TPB's *Visualize 2045*, and advance the progress of Regional Activity Centers. They also contribute to the next phase of COG/TPB's work to optimize land use and transportation.

Recommended Action: Receive briefing.

1:15 P.M. 9. ENHANCING LAND USE AND LIVABILITY THROUGH CONNECTED COMMUNITIES

*Andrew Meese, COG Systems Performance Planning Director
Greg Billing, Washington Area Bicyclist Association Executive Director*

The Board will be briefed on and asked to endorse the National Capital Trail Network (NCTN) recently adopted by the Transportation Planning Board. The NCTN envisions a 1,400-mile region-wide, interconnected, high quality trail network for active transportation modes for the region's residents. The benefits of the NCTN include a sustainable transportation infrastructure that improves accessibility and livability in an equitable manner and enhances communities throughout the region.

Recommended Action: Endorse the National Capital Trail Network via Resolution R31-2020.

1:45 P.M. 11. OTHER BUSINESS

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for Wednesday, September 9, 2020.

AGENDA ITEM #2

CHAIRMAN'S REPORT



Wednesday, August 5, 2020

NEWS

Longtime F.C. Council Member Daniel X. Sze Dies of Cancer at 69

July 30, 2020 12:00 PM by [Nicholas F. Benton](#)



DAN SZE served two terms on the Falls Church City Council, one from 2006 – 2010 and the second from 2013 until his death this past week. (Photo: Courtesy Phil Duncan)

The highly-regarded Falls Church City Councilman Dan Sze died Monday night after a battle with esophageal cancer. Sze served on the Falls Church City Council from 2006 – 2010, and from 2013 to his passing this week.

Sze, 69, last attended a Council meeting, virtually, on July 13, when he reported himself present but exited the meeting early. It was first publicly announced that he was battling cancer by Mayor David Tarter at the July 20 City Council meeting when he was absent.

The American flag at the Falls Church City Hall is being flown at half mast for the next week, City Manager Wyatt Shields announced in reporting Sze's death to the City staff. Shields' statement to the City staff read as follows:

"I am sorry to share with you that City Council Member Daniel 'Dan' X. Sze died last night, after a battle with cancer. All those who worked with him will miss his keen intelligence, his hearty greetings, and the jovial conversations they shared with Dan.

"Mr. Sze was a strong leader for environmental stewardship in his service on the City Council and on regional and statewide policy boards. He led the City policy that all new or renovated City facilities must achieve LEED standards, and he strongly supported the new high school design for net zero carbon emissions.

"He encouraged City staff to push the envelope in all areas relating to sustainability — including moving the City fleet to biofuels, installing LED streetlights, and purchasing renewable electricity. He was well known for pushing private developers on green roofs, stormwater detention, and higher LEED standards in new buildings in the City. With wit and good humor (and occasional irascibility) he tirelessly advocated for the City and region to use new technologies to improve the environment and people's lives."

The City Code provides for the appointment by the Council of a temporary replacement until the term is up, which will be following the election of November 2021.

Statements honoring Sze from his colleagues on the City Council included one from Phil Duncan, who wrote Tuesday, "Even though I knew the bad news about Dan Sze was coming soon, it's still a stunner, to lose an old friend, my congenial 'next-door-neighbor' on the dais in chambers, and a valuable contributor on the environment, economic development, and so many other issues."

Duncan continued, "Dan was a smart and principled public servant, and a bold and visionary political leader who made a lasting mark for good in our City, our region, and our Commonwealth. Every couple of months, Dan and I would meet for lunch to banter about the state of affairs in the City and strategize about how to move Falls Church forward. Those get-togethers were always so energizing, and so fun. I will so miss them."

Advertisements

Councilman David Snyder issued a statement as follows: "Dan was an effective advocate for environmental progress at the local and regional levels. I know of no one with whom I have served that accomplished more for our city and region."

Hal Lippman, president of the Citizens for a Better City, and Sally Ekfelt the organization's communications director, issued a statement on behalf of that organization's executive committee and membership which said, "(We) have lost an esteemed colleague and true friend with the passing of City Councilman Dan Sze. Dan served on the Executive Committee in recent years and ran under the CBC banner when first elected to the Council in 2006. He was a dedicated and engaged civic activist who embodied the principles of our organization and cared deeply about our community. Like so many others in our Little City, we keenly feel his loss and will cherish his memory."

Bob Young, chair of the City's Economic Development Authority, wrote, "I will always remember Dan as a fierce warrior for the environment and for sustainability in the Little City. He was a wonderful and loyal friend who never hesitated to challenge my conventional thinking and the status quo. I will miss him. Greatly."

Sze's first position in the City government was as vice chair of the Economic Development Authority from 2002 through 2006. He was then elected to City Council from 2006 – 2010 at which time he did not seek re-election.

In 2013 he was appointed to the Board of Zoning Appeals, then chose to run again and was re-elected in November 2013 and rejoined City Council in January 2014.

He most recently served as the City Council Liaison to the Environmental Sustainability Council and the Urban Forestry Commission, and was chair of the Council's Appointments Committee.

He served as a City of Falls Church Council representative on a number of regional boards and commissions, including as Chair of the Metropolitan Washington Council of Governments (MWCOG) Chesapeake Bay and Water Resources Policy Committee, as a member of the MWCOG Climate, Energy, and Environment Policy Committee, as Chair of the Virginia Municipal League's State Committee on Environmental Quality, and as an alternate for the Northern Virginia Regional Commission.

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Sze had an accomplished career that included federal government service as reported in last week's *News-Press*.

He was responsible for major policy and regulatory initiatives under six American presidents.

At his last assignment, Sze was with the Office of Energy Efficiency and Renewable Energy at the U.S. Department of Energy (DOE) as Deputy Director of State Energy Programs.

After leaving full-time employment, Sze regularly lectured on sustainability strategies. He also worked on clean energy initiatives, was involved with several international start-ups and was a consultant to businesses, organizations and government.

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F.C. Council Member Dan Sze Dies After Battle With Cancer

July 28, 2020
In "News"

F.C. Councilman Dan Sze Fighting Esophageal Cancer, F.C. Mayor Says

July 21, 2020
In "News"

F.C. Personnel Changes Set To Optimize Development

January 10, 2018
In "News"



Author: Nicholas F. Benton

Nicholas F. Benton is owner and Editor-In-Chief of the Falls Church News-Press.

The 2020 Census is Happening Now. Respond Today.

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FOR IMMEDIATE RELEASE: MONDAY, AUGUST 03, 2020

AUGUST 03, 2020

RELEASE NUMBER CB20-RTQ.23

AUGUST 3, 2020 – The U.S. Census Bureau continues to evaluate its operational plans to collect and process 2020 Census data. Today, we are announcing updates to our plan that will include enumerator awards and the hiring of more employees to accelerate the completion of data collection and apportionment counts by our statutory deadline of December 31, 2020, as required by law and directed by the Secretary of Commerce. The Census Bureau’s new plan reflects our continued commitment to conduct a complete count, provide accurate apportionment data, and protect the health and safety of the public and our workforce.

- **Complete Count:** A robust field data collection operation will ensure we receive responses from households that have not yet self-responded to the 2020 Census.
 - We will improve the speed of our count without sacrificing completeness. As part of our revised plan, we will conduct additional training sessions and provide awards to enumerators in recognition of those who maximize hours worked. We will also keep phone and tablet computer devices for enumeration in use for the maximum time possible.
 - We will end field data collection by September 30, 2020. Self-response options will also close on that date to permit the commencement of data processing. Under this plan, the Census Bureau intends to meet a similar level of household responses as collected in prior censuses, including outreach to hard-to-count communities.
- **Accurate Data and Efficient Processing:** Once we have the data from self-response and field data collection in our secure systems, we plan to review it for completeness and accuracy, streamline its processing, and prioritize apportionment counts to meet the statutory deadline. In addition, we plan to increase our staff to ensure operations are running at full capacity.
- **Flexible Design:** Our operation remains adaptable and additional resources will help speed our work. The Census Bureau will continue to analyze data and key metrics from its field work to ensure that our operations are agile and on target for meeting our statutory delivery dates. Of course, we recognize that events can still occur that no one can control, such as additional complications from severe weather or other natural disasters.
- **Health and Safety:** We will continue to prioritize the health and safety of our workforce and the public. Our staff will continue to follow Federal, state, and local guidance, including providing appropriate safety trainings and personal protective equipment to field staff.

The Census Bureau continues its work on meeting the requirements of Executive Order 13880 issued July 11, 2019 and the Presidential Memorandum issued July 21, 2020. A team of experts are examining methodologies and options to be employed for this purpose. The collection and use of pertinent administrative data continues.

We are committed to a complete and accurate 2020 Census. To date, 93 million households, nearly 63 percent of all households in the Nation, have responded to the 2020 Census. Building on our successful and innovative internet response

option, the dedicated women and men of the Census Bureau, including our temporary workforce deploying in communities across the country in upcoming weeks, will work diligently to achieve an accurate count.

We appreciate the support of our hundreds of thousands of community-based, business, state, local and tribal partners contributing to these efforts across our Nation. The 2020 Census belongs to us all. If you know someone who has not yet responded, please encourage them to do so today online at 2020census.gov, over the phone, or by mail.

###

Contact

Public Information Office

301-763-3030

pio@census.gov

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

**RESOLUTION SUPPORTING AN EXTENSION OF 2020 CENSUS OPERATIONS TO ENSURE COMPLETE,
ACCURATE COUNT**

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, the U.S. Constitution – Article I, Section 2, clause 3, as modified by Section 2 of the 14th Amendment – requires a population census every 10 years for apportioning seats in the House of Representatives and to distribute an estimated \$675 billion annually in federal funds to states and localities; and

WHEREAS, state and local governments use census data to determine the best allocation of scarce fiscal and human resources in criminal justice, transportation, education, public health, and disaster management; to calculate annual limits in the growth of state government revenue and spending; and to redraw legislative districts; and

WHEREAS, achieving a complete and accurate count in the 2020 Census is essential to COG's local governments and their ability to support traditionally underserved communities and advance racial equity in our region; and

WHEREAS, COG has been working together with member local governments and nonprofit organizations to promote participation in the 2020 Census; and

WHEREAS, the administration's new proposal to rush major census operations will result in incomplete data and likely lead to an undercount of communities of color, immigrants, young children, low-income, and rural households; and

WHEREAS, Congress has a constitutional responsibility to ensure a complete and accurate census.

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

The board (1) ratifies an Executive Committee letter urging the Senate to include language in its next COVID-19 relief package (HEALS Act) to extend the statutory reporting deadlines for the 2020 Census by four months, as the House of Representatives has done in its relief package and the Census Bureau has recommended, and provide adequate funding to address continued 2020 Census challenges brought about by the pandemic, and (2) authorizes the Executive Director to take other actions to support regional Census efforts.



August 5, 2020

The Honorable Mitch McConnell
Majority Leader, U.S. Senate
317 Russell Senate Office Building
Washington, DC 20510

The Honorable Chuck Schumer
Minority Leader, U.S. Senate
322 Hart Senate Office Building
Washington, DC 20510

Dear Senators McConnell and Schumer:

As the association of local governments in the metropolitan Washington region, we write today to urge you to include language in the next Senate COVID-19 relief package (HEALS Act) to extend the statutory reporting deadlines for the 2020 Census by four months—in line with the Census Bureau’s recommendation—and provide adequate funding to address continued 2020 Census challenges brought about by the pandemic.

The administration’s new proposal to rush major census operations will throw the complex census contingency plan into turmoil and result in incomplete data that will undermine the ability of Congress and state leaders to wisely and effectively allocate trillions of dollars for vital services and infrastructure improvements over the next decade. We must give all communities and census workers the time needed to produce an accurate and complete count.

The stakes could not be higher. If remaining census operations are not done well, it will likely lead to our region’s most marginalized communities being grossly undercounted. The census has historically undercounted people of color, immigrants, young children, low-income, and rural households. To advance racial equity in our region, we must reach and support these communities.

A decision of this magnitude must not be politically motivated. We must do everything we can to ensure that the decennial census is conducted in an impartial, exact manner. Likewise, Congress has a constitutional responsibility to ensure an accurate census. The House of Representatives has already approved an extension of the 2020 Census operations as part of its most recent COVID-19 relief package. Accordingly, we strongly urge the Senate to agree to a Census extension provision in its next COVID-19 relief package (HEALS Act), so that the Census Bureau is not forced to rush remaining enumeration operations and critical data review, processing, and tabulation activities.

Thank you for your consideration of this request, and for supporting the fair, complete, and accurate 2020 Census the Constitution requires. If you have any questions, please reach out to COG’s Executive Director Chuck Bean at cbean@mwcog.org or (202)962-3260.

Sincerely,

Handwritten signature of Derrick L. Davis in black ink.

Derrick L. Davis
Chair, Board of Directors
Prince George’s County

Handwritten signature of Christian Dorsey in black ink.

Christian Dorsey
Vice Chair, Board of Directors
Arlington County

Handwritten signature of Robert C. White, Jr. in blue ink.

Robert C. White, Jr.
Vice Chair, Board of Directors
District of Columbia

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT

MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – August 2020
DATE: August 5, 2020

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At the July meeting, the TPB took up a series of actions focused on equity, safety, and making it easier for people to get around the region by foot or by bike. The board adopted a policy statement affirming that it take equity into account for every decision and work activity. It also included this equity statement in its approval of a set of safety recommendations for the region. The TPB also identified 49 Transit Access Focus Areas (TAFA) and adopted the National Capital Trail Network (NCTN). These two actions are important milestones in advancing two of the TPB's aspirational initiatives from the 2018 long-range plan, *Visualize 2045*. It also approved bicycle and pedestrian projects in Maryland for funding through the Transportation Alternatives Program.



TPB ADOPTS REGIONAL ROADWAY SAFETY POLICY
At its July meeting, the Transportation Planning Board endorsed a set of shared actions to reduce injuries and fatalities on area roadways and committed to safety strategies that advance equity.

[Read the news release](#)

Region Forward Coalition (RFC) – In July, coalition members were given an overview of the recently released *Health Equity: How Opportunities for Health are Shaped by Race and Ethnicity* prepared by Virginia Commonwealth University for COG. They also hosted a panel of housing and community experts to discuss how the region is working together to both address the unique needs of people experiencing homelessness as well as work to ensure housing stability.

Chesapeake Bay and Water Resources Policy Committee (CBPC) – During the CBPC's July meeting, members received a briefing on building water flushing after reopening and the importance of water management plans for maintaining building water quality. The committee also prepared focus areas for their upcoming September forum with EPA and states to discuss Bay and water quality issues. Lastly, members voiced support for the formation of a COG Food and Agriculture Advisory Committee.

Human Services Policy Committee (HSPC) – At its July meeting, the committee was briefed on the results of the 2020 Point-in-Time Homeless Enumeration. The committee also held a discussion on undercounted populations within the census, specifically youth and immigrants.

Climate Energy and Environment Policy Committee (CEEPC) – At its July meeting, CEEPC members were briefed on and discussed potential goals for *2030 Regional Climate and Energy Action Plan*. Members were also briefed on the Washington Gas *Climate Business Plan* and updated on the estimated impact of the COVID shutdown on energy consumption and greenhouse gas emissions.

OUTREACH & PROGRAM HIGHLIGHTS

Advancing Racial Equity Cohort – 100 local government staff, representing 11 jurisdictions, completed COG's inaugural cohort program, held in partnership with Government Alliance on Race and Equity (GARE). The leaders examined areas of public safety, community development, transportation, and governing and business through an equity lens, helping to shape a better future for the region. A new cohort will begin in early 2021.

Regional Economic Data – COG's Department of Community Planning and Services Research Team [released a blog](#) examining the economic effects of the COVID-19 crisis, highlighting direct and indirect impacts, and encouraging members to sign up for the monthly Regional Economic Monitoring System (REMS) report emails.



"[Our challenge] is how we apply what we have learned from current events as we shape a better, more equitable future — not just a return to normal."

Derrick L. Davis
COG Board Chair



REGION TO FOCUS ON EQUITABLE FUTURE
COG Board Chair Derrick L. Davis highlights board's unanimous affirmation of racial equity as a fundamental value, discusses ongoing health, housing, and equity cohort work.

[Read the Washington Post op-ed](#)

Climate and energy planning - COG is actively supporting local climate and energy planning efforts in the region, including the City of Frederick, the City of Rockville, Prince George's County, and Fairfax County. Most recently, COG Department of Environmental Programs staff participated in the Fairfax County Community-wide Energy and Climate Action Plan Task Force meeting. COG presented a new emission reduction scenario through 2050 to help guide the Task Force in its deliberations on establishing reduction goals for the county. COG's analysis indicated that through aggressive measures across all sectors, more than 80 percent reduction in emissions is possible by 2050.

MEDIA HIGHLIGHTS

DC-area leaders approve transportation network to serve walkers, cyclists – COG Transportation Planner Mike Farrell discusses how the approval of the National Capital Trail Network advances the goal of having options for walking and biking as reliable, inexpensive, healthy modes of transportation.

[The Washington Post story](#)

Racial equity declared a fundamental value of DC-area governments – Highlights Racial Equity Cohort and its work to develop more equitable policies and practices within sectors such as transportation and public safety.

[WTOP story](#)

MEMORANDUM

TO: COG Board
 FROM: Steve Walz, COG Department of Environmental Programs Director
 SUBJECT: 2030 Climate Action Plan and Goals
 DATE: August 5, 2020

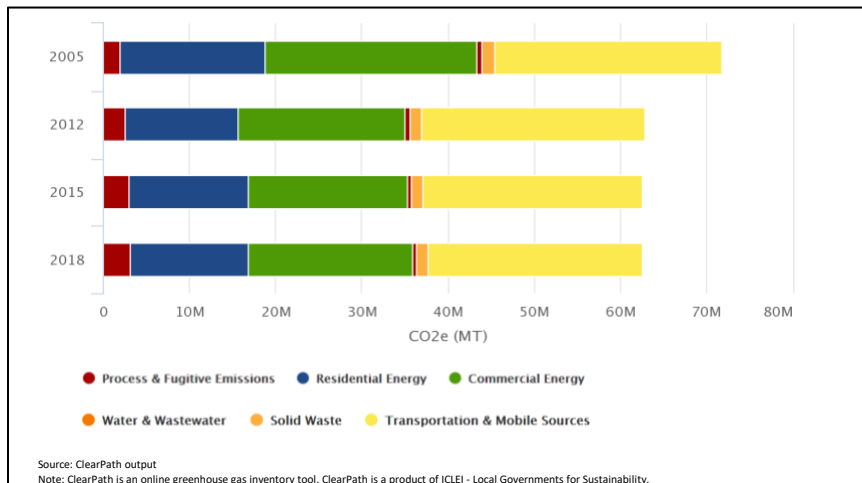
OVERVIEW

COG’s Climate, Energy, and Environment Policy Committee (CEEPC) adopts Regional Climate and Energy Action Plans to guide and support action toward meeting the greenhouse gas (GHG) emission reduction goals established by the COG Board in 2008 (Resolution R60-08). As CEEPC works toward adopting a 2030 Action Plan, the board is considering recommending a 2030 regional greenhouse gas (GHG) emission reduction goal for COG Board adoption.

The GHG emission reduction goals, set out in the 2008 *National Capital Region Climate Change Report*, include:

- 2012: 10 percent below the business as usual emissions projection – equal to 2005 emissions;
- 2020: 20 percent below 2005 emissions; and
- 2050: 80 percent below 2005 emissions.

GHG Emission Reduction Goals for the National Capital Region



COG’s greenhouse gas inventories showed that the region’s progress to date toward the above goals. The most recent inventory indicated that 2018 GHG emissions were just 13 percent below 2005 levels.

CEEPC is considering an interim GHG emission reduction goal in the range of 40 percent to 50 percent below 2005 levels by 2030. This will provide for an interim target to measure progress against and not

have a 30-year jump between targets, from 2020 to 2050. A straight-line target between existing 2020 and 2050 goals would be a 40 percent reduction. A stretch goal would be a 50 percent reduction and would be consistent with goals recently adopted by or being considered by multiple COG member localities. Expedited and concerted actions will be needed throughout the region to achieve future goals.

GLOBAL COVENANT OF MAYORS FOR CLIMATE AND ENERGY

In 2019, COG was selected as a Regional and Metro Scale Climate Leader by the Global Covenant of Mayors for Climate and Energy (GCoM). GCoM provides a framework of global best practices for climate planning and is providing COG with technical assistance. COG and its members are following the GCoM framework as we develop the 2030 Action Plan.

The GCoM framework breaks the planning process into two areas: (i) baseline conditions and mitigation actions to reach regional GHG emission reduction goals, and (ii) completion of a Regional Climate Risk and Vulnerability Assessment (CRVA) and identification of resiliency actions to reduce the risk and make the region more climate change ready.

In addition, GCoM has established a priority for access to secure, sustainable, and affordable energy. While the protocol has not been fully defined for North American energy markets, it accommodates addressing equitable access to clean, renewable power sources at affordable prices and providing energy-efficient housing to all sectors of the market.

THE 2030 CLIMATE AND ENERGY ACTION PLAN

The 2030 Action Plan will be the fourth in a series of Climate and Energy Action Plans in the region. It will set out updated actions for COG members and others to implement to reach the greenhouse gas emission reduction goals.

COG Department of Environmental Programs (DEP) staff have completed analysis of the technical potential to meet 50 percent GHG reductions by 2030. A summary of the key assumptions is provided in the following table. Implementation at these levels will take considerable action at the local, regional, state and national level.

Technical Analysis – Measures to Meet 50% Greenhouse Gas Emission Reduction by 2030

Renewable Portfolio Standards	Current standards (DC 87%, MD 50%, NOVA 38% by 2030)
Distributed Generation	> 200,000 additional solar systems, equivalent to 24% of single-family homes
Company Green Power Purchases	Continued 10% annual growth
Transportation	EV adoption rates of >20% light duty cars, >9% light duty trucks, >4% medium/heavy duty trucks, >30% transit buses Expand transit through Light Rail and Bus Rapid Transit Increase telework and non-travel dependent options
Activity Centers	75% new housing in Activity Centers with high capacity transit Increase micro-mobility and other access to transit
Net Zero New Buildings	All new construction net zero energy by 2030.
Deep Retrofits Existing Buildings	2% of residential and commercial deep retrofits annually
Zero Waste	80% diversion by 2030

CEEPC is developing priority collaborative actions for COG members and partners to work on together to reduce emissions in the built environment and transportation sectors consistent with this technical potential analysis.

A variety of built environment recommendations are being considered such as, providing incentives and regulations to grow construction of net-zero energy buildings, providing for community choice aggregation of electricity purchases from renewable sources, and implementing micro-grids using clean energy sources.

Examples of transportation-related recommendations being considered include providing electric vehicle charging infrastructure in buildings and public spaces as well as increasing purchases of electric vehicles for government operations, public transit, and for the public through community cooperative purchases.

The transportation actions could be supported through the Transportation Climate Initiative (TCI). The TCI is developing a “cap and invest” strategy that would allow member states to have a credit system for GHG emissions from transportation fossil fuels while allowing trading among permit holders that would raise revenues to invest in clean transportation programs. The COG Board, at its February 12, 2020 meeting, endorsed the Transportation and Climate Initiative’s “cap and invest” program and the states and District of Columbia continued participation in developing the Model Rule for the program (Resolution R10-2020).

For the 2030 Action Plan, CEEPC is also considering resilience goals of becoming a “Climate Ready Region” by 2030 and achieving regional climate resilience by 2050. This would require significant investments at local, regional and state levels in flood control, urban heat island management, emergency response and other climate resiliency actions, that will take beyond 2030 to put in place.

EFFECT OF CORONAVIRUS

While the changes to work and non-work activities and associated travel during the current COVID-19 pandemic has been documented, COG will need to better understand the long-term changes after the health concerns are substantially mitigated.

Staff analysis of conditions during the pandemic found reduced energy use (in buildings, automobiles, and commercial air flights), and resulted in GHG emissions reduced by 20 percent at its peak, and about 5.4 percent when annualized.

Looking forward, some actions such as increasing building ventilation and decreased transit use would cause energy use and greenhouse gas emissions to increase. Other actions, such as increased telework and less air travel would cause energy use and greenhouse gas emissions to decrease. The net effects of these changes are not yet known and will need to be incorporated into future climate planning.



MEMORANDUM

TO: COG Board of Directors

CC: Housing Directors Advisory Committee, Human Services Policy Committee, and Region Forward Coalition

FROM: COG Regional Fair Housing Project Team

SUBJECT: Response to the U.S. Department of Housing and Urban Development (HUD) Decision to Rescind the 2015 Affirmatively Furthering Fair Housing Rule by the Metropolitan Washington Regional Fair Housing Project Team

DATE: August 5, 2020

In 2017, local governments in metropolitan Washington, with their Public Housing Authority (PHA) partners, came together to collaborate on a new, rigorous approach to furthering fair housing and to address the aims of the 1968 Fair Housing Act to end discrimination and racial segregation in our communities.¹ This memo addresses HUD's recent action and next steps in the regional fair housing effort.

OVERVIEW OF THE FAIR HOUSING ACT

The [Fair Housing Act](#), passed on April 11, 1968 in the wake of the assassination of Rev. Dr. Martin Luther King, Jr., prohibits discrimination concerning the sale, rental, and financing of housing based on race, color, religion, national origin, sex, (and as amended) disability and family status. The Fair Housing Act is designed not only to prevent discrimination, but also to reverse patterns of residential segregation.

HOW ARE JURISDICTIONS MEETING THEIR OBLIGATIONS UNDER THE FAIR HOUSING ACT?

Since 1994, cities, counties, and states that receive federal funds through the U.S. Department of Housing and Urban Development (HUD) have complied with the Fair Housing Act through the "[Analysis of Impediments to Fair Housing Choice](#)." In 2000, the U.S. Government Accountability Office reported that "[HUD needs to enhance its requirements and oversight of jurisdictions' fair housing plans](#)." The result was a revised federal rule making process, completed in 2015.

¹ Participating jurisdictions include: City of Alexandria, VA; Arlington County, VA; the District of Columbia; Fairfax County, VA; Loudoun County, VA; Montgomery County, MD; and Prince William County, VA. Housing Authority partners include: the District of Columbia Housing Authority; Fairfax County Redevelopment and Housing Authority; Rockville Housing Enterprises; Alexandria Redevelopment and Housing Authority; and the Housing Opportunities Commission of Montgomery County, MD.

IMPORTANT CHANGES FOR THE METROPOLITAN WASHINGTON REGION

In 2018, HUD suspended the 2015 AFFH rule. At that time, COG member governments which receive entitlement funding from HUD and their Public Housing Authority partners affirmed their prior decision in 2017 to collaborate to complete a fair housing plan that addresses both local and regional challenges and goals to further fair housing.

HUD encouraged this collaborative approach, providing technical assistance from Enterprise Community Partners beginning in 2019 to support the effort. On July 23, 2020, HUD [rescinded the 2015 rule](#) and replaced it with the “Preserving Neighborhood and Community Choice” rule.

It is not only the substance of this change that the governments of the metropolitan Washington region find deeply troubling, but the way this rule was rescinded is also of great concern. It reflects an abdication of the federal government’s responsibility to allow for proper review and feedback on the proposed rule change. Instead of following the traditional rule making process, the 2015 AFFH rule has been replaced by administrative fiat. The timing of this rule change is not only suspect, but unconscionable given the nation’s current reckoning with its history of systemic racism.

Further, the new rule not only severely weakens the ability of HUD to provide oversight regarding how local jurisdictions are using taxpayer funds to ensure fair housing choice, it also leaves local governments vulnerable to lawsuits for failure to properly comply with the 1968 Fair Housing Act.

It is not the risk of liability that motivates this region to proceed as planned, however.

COG and its member governments and PHA partners on the regional Fair Housing Project Team have long recognized the importance of how housing policy, practice, and a history racial segregation in our communities continue to shape our neighborhoods. The disparate life outcomes that have been made even more apparent during the current COVID-19 pandemic reflect the stark reality that we have much work to do to [advance equity](#) and shape a fair and just society in this region.

WHERE DO WE GO FROM HERE?

Regional leaders recognize that cooperation is key to reversing years of racial segregation and disinvestment. The now-rescinded rule required local jurisdictions to evaluate their data within a larger geographical context, demonstrating that housing markets and jurisdictional borders do not always neatly correspond.

Our metropolitan area – connected by two states and the District of Columbia – has a shared future and a shared stake in ensuring that our homes, our health system, our educational institutions, and our economy provide an opportunity for every resident to thrive.

Therefore, COG’s [Regional Fair Housing Project Team](#) remains committed to gathering and examining data for patterns of racial bias and segregation, engaging communities and those impacted by fair housing choice, creating a plan for concrete actions at the local level, and undoing past patterns of residential segregation regionwide.

We recognize that in this highly mobile area, one jurisdiction cannot solve our region’s housing equity challenges alone.

As COG Board Chair Derrick L. Davis [recently stated in the Washington Post](#), “Housing forms the foundation for economic mobility, academic success and quality of life. However, closer examination of past housing and land-use policies reveals a pattern of systemic racism and presents an important opportunity for local governments in our region to enact a culture change and prioritize and advance equity.”

As a region, we will continue to collaborate on a regional Analysis of Impediments to Fair Housing, together with our local and regional federal partners, advisors, and stakeholders to ensure that we are doing all that we can to affirmatively further fair housing in the spirit of the Fair Housing Act.

We will not let an arbitrary decision, which circumvents a long-established federal process requiring reflection and comment among stakeholders deter us from doing what we know is right to advance housing equity in our region.

This regional fair housing plan, the first in more than twenty years, is expected to be completed in May of 2021. We welcome you to become or remain involved in this important effort to advance housing equity and create truly inclusive communities.

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
July 8, 2020

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Tia Taylor Williams, American Public Health Association Centers for Public Health Policy and School, Health and Education Director
Nancy Navarro, Montgomery County Council Member
Tiffany Ward, Montgomery County Chief Equity Officer
Justin Wilson, City of Alexandria Mayor
Jaqueline Tucker, City of Alexandria Race and Social Equity Officer

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chair Derrick Davis called the meeting to order at 12:01 P.M. and led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT

- A. A brief review of WebEx functions, virtual meeting operations.
- B. Overview of agenda items.

3. EXECUTIVE DIRECTOR'S REPORT

COG Executive Director Chuck Bean briefed on coordination with health departments to securely share COVID-19 data to support inter-state contact tracing, a COG supported Police Chiefs Committee workgroup which will review the mutual aid operations plan (MAOP), and emerging city planning articles about pandemic spread that differentiate between "overcrowding" versus "density" as a key contagion contributor.

4. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

5. APPROVAL OF MINUTES

The minutes from the June 10, 2020 board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R23-2020 – Resolution Authorizing COG to Receive and Expend Grant Funds from the Federal Transit Administration for its Innovative Coordinated Access and Mobility Pilot Program.
- B. Resolution R24-2020 - Resolution Authorizing COG to Procure and Enter into a Contract to Complete a Regional Analysis of the Impediments to Fair Housing Choice.

ACTION: Approved Resolutions R23-2020 – R24-2020.

7. ALLOCATION OF ADDITIONAL FEDERAL FUNDS TO SUPPORT HOUSING STABILITY

COG Board Chair Derrick L. Davis briefed the board on the Coronavirus Aid, Relief, and Economic Security (CARES) Act passed by Congress to combat the epidemic and provide economic relief. The COG Board concurred that the bill does not provide adequate or appropriate funding to ensure housing stability for those who are facing an increased risk of evictions and homelessness due to the recession caused by the COVID-19 pandemic and approved transmission of a letter.

ACTION: Received briefing and adopted resolution R25-2020.

8. COVID-19: EQUITY IMPLICATIONS

American Public Health Association Centers for Public Health Policy and School, Health and Education Director, Tia Taylor Williams, briefed the board on the disproportionate impact among African Americans during the COVID-19 pandemic.

ACTION: Received briefing.

9. RACIAL EQUITY EXCHANGE

Montgomery County Councilmember Nancy Navarro and Montgomery County Chief Equity Officer Tiffany Ward briefed the board on their implementation of the *Montgomery County Racial Equity and Social Justice Program* and the work their jurisdiction is doing to advance racial equity. City of Alexandria Mayor Justin Wilson and City of Alexandria Race and Social Equity Officer Jacqueline Tucker also briefed the board on the equity efforts within their jurisdiction, including the *City of Alexandria Racial Equity Work Group*.

ACTION: Received briefing.

10. REGIONAL RACIAL EQUITY COHORT

Ms. Tucker provided an overview of the first COG racial equity cohort serving over 100 participants from 11 jurisdictions. Tucker emphasized the importance of this work along with the goals and outcomes of the 10-month program.

ACTION: Received briefing.

11. RACIAL EQUITY AS A FUNDAMENTAL VALUE

The COG Board approved Resolution R26-2020, recommended by the Executive Committee, affirming that the work of the Metropolitan Washington Council of Governments will advance racial equity and recognize equity as a fundamental value.

ACTION: Received briefing and Adopted Resolution R26-2020.

12. OTHER BUSINESS

There was no other business.

13. ADJOURN

Upon motion duly made and seconded, the meeting was adjourned at 2:00 P.M.

July 8, 2020 Attendance

Jurisdiction	Member	Y/N	Alternate	Y/N
District of Columbia				
Executive	Hon. Muriel Bowser		Ms. Beverly Perry Mr. Wayne Turnage Ms. Lucinda Babers	Y
	Mr. Rashad Young		Eugene Kinlow	
Council	Hon. Phil Mendelson			
	Hon. Robert White	Y		
Maryland				
Bowie	Hon. Tim Adams	Y		
Charles County	Hon. Reuben Collins		Thomasina Coates Gilbert Bowling	
City of Frederick	Hon. Michael O'Connor	Y		
Frederick County	Hon. Jan Gardner		Ms. Joy Schaefer	Y
College Park	Hon. Monroe Dennis	Y	Hon. Patrick Wojahn	
Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
Greenbelt	Hon. Colin Byrd		Hon. Emmett Jordan	Y
Laurel	Hon. Craig Moe	Y	Bill Goddard	(P)
Montgomery County				
Executive	Hon. Marc Elrich	Y	Mr. Andrew Kleine	(P)
Council	Hon. Tom Hucker	Y		
	Hon. Nancy Navarro	Y		
Prince George's County				
Executive	Hon. Angela Alsobrooks		Mr. Major F. Riddick	
Council	Hon. Derrick Leon Davis	Y		
	Hon. Sydney Harrison	Y		
Rockville	Hon. Bridget 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		Michael DeMarco	
Fairfax County	Hon. Jeff McKay		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	Rey Banks (Chief of Staff)	
Loudoun County	Hon. Phyllis Randall			
Manassas	Hon. Mark Wolfe			
Manassas Park	Hon. Hector Cendejas	Y	Hon. Miriam Machado	
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
August 2020**

RESOLUTION R28-2020 – RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND GRANT FUNDS FROM THE FEDERAL HIGHWAY ADMINISTRATION FOR ITS ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) INITIATIVE PROGRAM

The Board will be asked to adopt Resolution 28-2020 authorizing the Executive Director, or his designee, to receive and expend COG funds from the Federal Highway Administration’s Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Program (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program) in the amount of \$2.97 million in Federal funds. The remaining \$2.97 million (50%) will be a local match provided by the project partners (DDOT, MDOT, VDOT, the University of Maryland, and the Greater Washington Partnership). No COG matching funds are required for this grant. The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2) integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups.

RECOMMENDED ACTION: Adopt Resolution R28-2020.

RESOLUTION R29-2020 - RESOLUTION AUTHORIZING COG TO ENTER INTO A GRANT AGREEMENT WITH THE U.S. FOREST SERVICE THROUGH THE DISTRICT OF COLUMBIA TO CONDUCT AN URBAN FOREST CANOPY ANALYSIS AND TO CREATE FOOD FOREST DEMONSTRATION PLOTS FOR THE DISTRICT OF COLUMBIA.

The board will be asked to adopt Resolution R29-2020 authorizing the Executive Director, or his designee, is authorized to enter into a cooperative agreement with the U.S. Forest Service and the District of Columbia for Partnership Projects to conduct a two-year study of urban tree canopy in the District of Columbia, and to plant edible forest gardens in the District of Columbia. This cooperative agreement provides COG with \$153,000 of U.S. Forest Service funds for the execution of this project. A \$10,000 local match required. The COG match will be provided through FY ‘21 and FY ‘22 Regional Environmental Fund. The project duration is no longer than four years.

RECOMMENDED ACTION: Adopt Resolution R29-2020.

RESOLUTION R30-2020 - RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COG COMMUNITY ENGAGEMENT CAMPAIGN (CEC)

The board will be asked to adopt Resolution R30-2020 authorizing the Executive Director, or his designee, to expend COG funds from Anacostia Restoration Program/ Department of Environmental Program in the amount of \$30,000. 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 enhance Anacostia community communication and public engagement. This campaign will promote the value of the watershed, with a long-term goal of raising awareness and encouraging positive resident interactions in the watershed and changing resident behaviors. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R30-2020.

AGENDA ITEM #7

PREPARING FOR UPCOMING ELECTIONS

MEMORANDUM

TO: COG Board of Directors
FROM: COG Election Officials Technical Committee
SUBJECT: Preparing for 2020 General Elections
DATE: August 12, 2020

The Election Officials Technical Committee appreciates the opportunity to meet with the Metropolitan Washington Council of Governments (COG) Board of Directors and provide an update of election activities throughout metropolitan Washington. We look forward to our discussion with you.

SUMMARY

A summary of documents enclosed in this packet follows below:

1. COG Election Officials Technical Committee Members and Officers
2. Summary of Election Data for Maryland, Virginia, and the District of Columbia.
3. Summary of Election Data for Maryland Municipalities (Members of COG)
4. COG Election Officials Technical Committee By-Laws

Metropolitan Washington Council of Governments

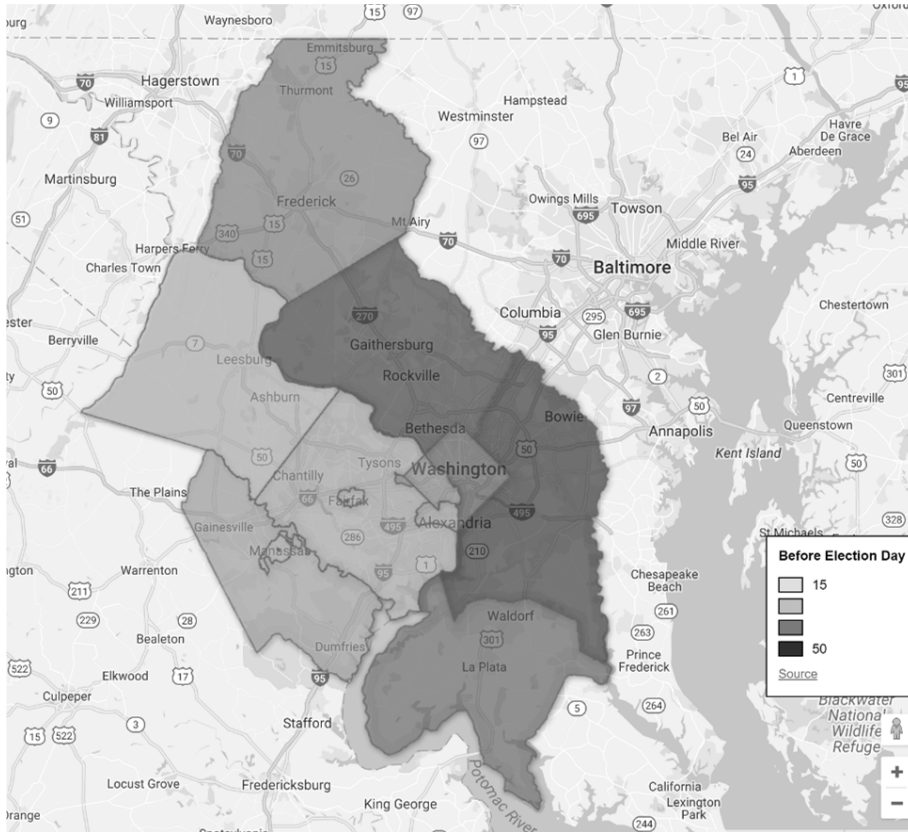
Election Officials Technical Committee 2020 Members and Officers

Name	Jurisdiction
Angela Turner	Alexandria City
Gretchen Reinemeyer	Arlington Co.
Eric Olsen	Arlington Co.
Janeen Miller	College Park City
Terri Stroud (Secretary)	DC
Brenda Cabrera	Fairfax City
Gary Scott	Fairfax Co.
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
Alysoun McLaughlin (Co-Chair)	Montgomery Co.
Sara Taylor-Ferrell	Rockville City
Lois Neuman	Rockville City
Jessie Carpenter	Takoma Park City

	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 Mayor 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. 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. Request deadlines vary by requested delivery method.	Upon request, reason not required. Apply online or on paper app. 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. Deadline to request ballot be mailed is 11 days prior to election.
Early Voting	Schedule set by board each year. For the 2020 Primary, it was May 22 through June 1. For the 2020 General, it will be October 27 through November 2	8 days, from Thursday to Thursday before the election	Begins 45 days before each election at locality Office of Elections. Additional sites, dates and times determined by locality.
In Person Absentee	See above.	45 days before every election.	45 days before every election.
Voter Registration			
Methods	Online, in person, and by mail. (We are in the	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 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 22 days prior to the election date.
Party Affiliation	Must select major party to vote on candidates in primary elections.	Must select party to vote on candidates for most contests in primary elections.	None.

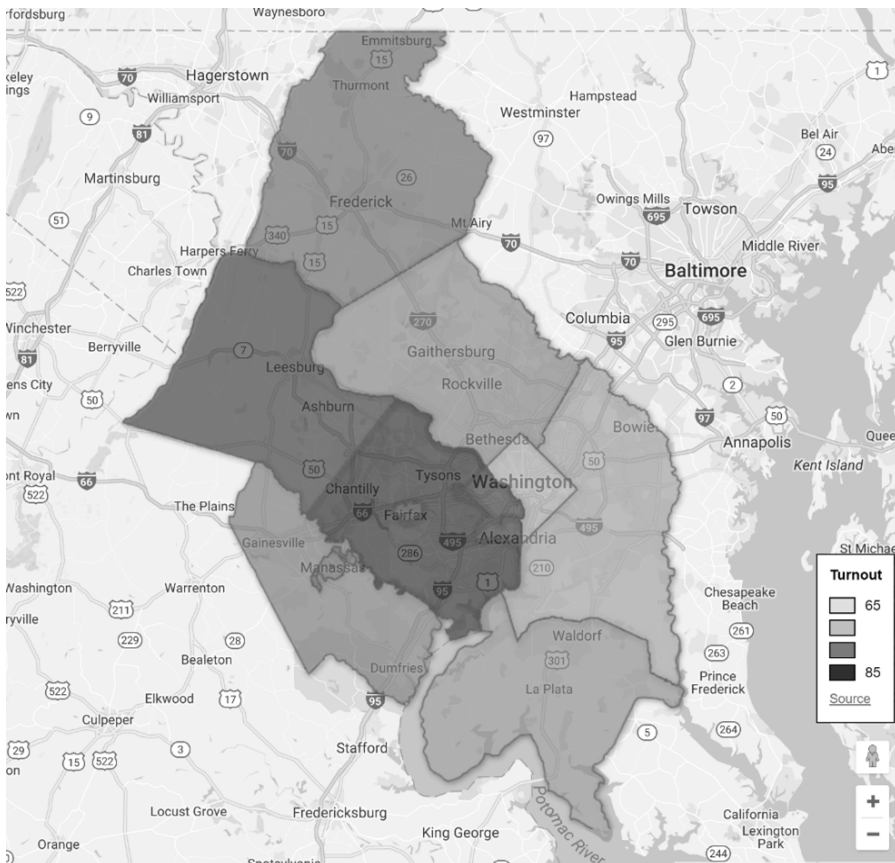
	District of Columbia	Maryland	Virginia
Voter ID			
Requirements to Vote	<p>None - To register by mail you must have either a driver's license number or a DMV-issued ID number or a social security number. When registering for the first time by mail you will additionally need to include a copy of one of the following:</p> <ul style="list-style-type: none"> - 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. <p>Same day registration is available during early voting and in person on election day. Additional proofs of residence are acceptable.</p>	<p>None* - Driver's license number or last 4 of SS# provided on voter registration application are verified with MVA or SSA. If not verified, voter must show one of the following:</p> <ul style="list-style-type: none"> - 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. <p>Same day registration is available during early voting and in person on election day and requires proof of residence.</p>	<p>Must present acceptable ID or sign affidavit. List includes:</p> <ul style="list-style-type: none"> -Virginia Voter Card -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 by DC Council; currently 1 st Tuesday in	Set each year by General Assembly.	Third Tuesday in June.
Required?	Optional for major parties to select candidates. They may also opt to run their	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 cast out of precinct (including out of County) are counted in part for eligible contests. 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	Persons incarcerated for felonies may now vote in the District.	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 General election	Comprehensive audit requirements established by state regulation include 100% audit of ballot images from all scanners.	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)

MWCOG Election Officials Technical Committee By-Laws

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.

Section 3. 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.

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

Section 5. 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

NEXT STEPS IN REGIONAL LAND-USE OPTIMIZATION FOR TRANSIT-ORIENTED COMMUNITIES



MEMORANDUM

TO: COG Board of Directors
FROM: Kanti Srikanth, COG Deputy Executive Director for Regional Planning
SUBJECT: Transit Access Focus Areas
DATE: August 5, 2020

The purpose of this memo is to share the outcome of staff's collaborative work with member jurisdictions on ways to realize the region's goal of building transit-oriented communities that advance the *Region Forward Vision* of being a more prosperous, accessible, livable, sustainable, and equitable metropolitan Washington. The work, led by the Transportation Planning Board (TPB) staff, examined the need and opportunity to make important investments, by 2030, in pedestrian and bicycle infrastructure in the immediate vicinity of high-capacity transit stations located within the region's Activity Centers. The board will be briefed on this initiative and how it leverages only three percent of the region's land area to provide safe, environmentally sustainable, healthy, and affordable walk and bike access to transit stations to about a third of the region's population (2.4M) and 60 percent of the jobs (2.3M) jobs by 2030. Having access to transit is critical to building successful transit-oriented communities!

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 the 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 high-capacity transit (HCT). While RACs provide the opportunity to concentrate growth in housing and jobs in specific locations, high-capacity transit brings the jobs and housing closer by offering sustainable, affordable transportation options.

The COG Board of Directors, recognizing this linkage of livability and accessibility, has made transit-oriented communities one of its focus areas. This is manifest in the regional housing targets that the COG Board adopted in 2019—one of which is that at least 75 percent of all new housing (between 2020 and 2030) should be in Activity Centers or near high-capacity transit. HCT comprises Metrorail, commuter rail, light rail, bus rapid transit (BRT), streetcar, and bus-only transit centers. The adoption of regional housing targets by the COG Board in September 2019 was 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 was undertaken 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.

This assessment of the region’s housing needs, along with the subsequent adoption of regional housing targets, aligns with and advances the *Bring Jobs and Housing Closer Together* initiative contained in the region’s long-range transportation plan, *Visualize 2045*.

TRANSIT ACCESS FOCUS AREAS

The TPB has identified and adopted, as a priority, the strategy of providing safe, affordable, sustainable, and healthy modes of access to high-capacity transit stations. 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.

The TPB examined the walking and bicycle accessibility around all current HCT stations and those anticipated to be in place by 2030, the “target” year of the regional housing targets. The examination included analyzing the areas within a half mile perimeter (a 10 minute walk) around these transit stations to determine if existing infrastructure provided for safe and efficient walk and bike access (also known as active transportation modes) to the transit stations. Transportation planners refer to this area as a “walkshed” of a transit station and believe it is generally the maximum distance we can expect people to walk to a transit station.

Current plans indicate that 208 HCT stations located in Activity Centers will be in place by 2030. This represents about 67 percent, or two-thirds, of all HCT stations anticipated by 2045. Figure 1 is a map identifying the locations of these 208 HCT stations. A list of these station areas and the Activity Center associated with them is provided as an attachment. Tables 1 and 2 display the station and demographic profiles of all station areas by jurisdiction.

Table 1. High-Capacity Transit Station Areas – 2030 Walkshed Area Profiles

	Stations (2030)	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

Note: Data for the Cities of College Park and Laurel are included in the Prince George’s County total. Data for the City of Frederick is included in the Frederick County total. Data for the Cities of Gaithersburg, Takoma Park and Rockville are included in the Montgomery County total. Data for the independent Cities of Manassas and Manassas Park are included in the Prince William County total.

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

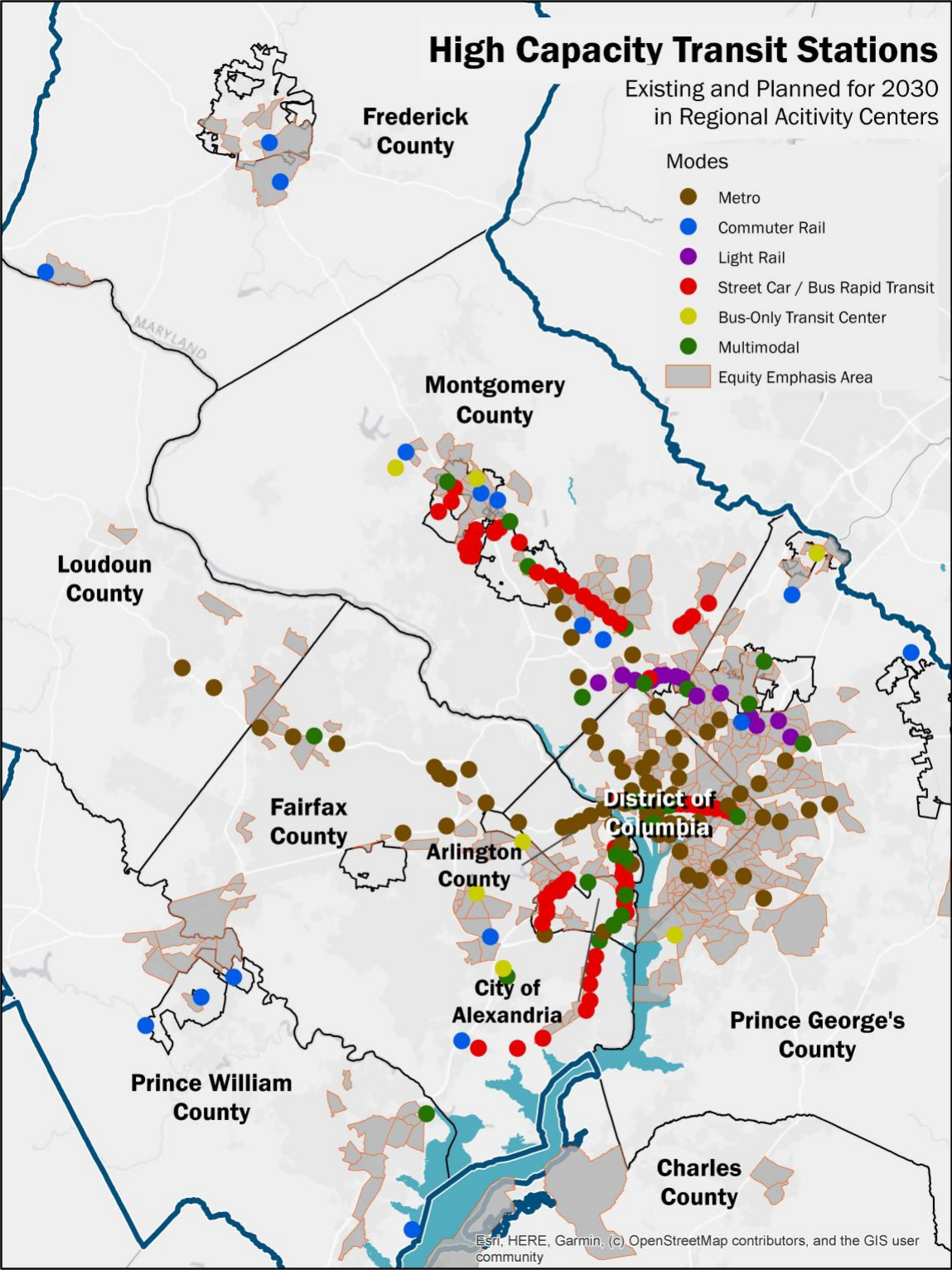


Table 2. High-Capacity Transit Station Areas – 2030 Station Profiles

JURISDICTION	TOTAL	Bus Transit Center	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / B R T
City of Alexandria	19	0	0	0	1	3	15
Arlington County	19	0	0	0	9	3	7
City of College Park	3	0	0	1	0	2	0
District of Columbia	53	0	0	0	33	6	14
Fairfax County	27	3	2	0	11	3	8
Frederick County	2	0	2	0	0	0	0
City of Frederick	1	0	1	0	0	0	0
City of Gaithersburg	7	1	1	0	0	1	4
City of Laurel	1	1	0	0	0	0	0
Loudoun County	2	0	0	0	2	0	0
City of Manassas	1	0	1	0	0	0	0
City of Manassas Park	1	0	1	0	0	0	0
Montgomery County	40	1	4	8	5	4	18
Prince George’s County	23	1	3	5	12	2	0
Prince William County	3	0	2	0	0	1	0
City of Rockville	6	0	0	0	1	1	4
Regional Total	208	7	17	14	74	26	70

The total land area covered by the collective “walksheds” of the 208 HCT station areas is about 117 square miles and represents only 3 percent of the region’s land area. Additionally, COG forecasts indicate that there will be 2.3 million jobs and 2.4 million people within these walksheds. This means that by 2030 about 3 percent of the region’s land area is expected to host about 60 percent of all the jobs and about one third of all the residents in the region, all within a 10-minute walk of 208 HCT stations. Additionally, 164 of these stations areas are/will be located in Equity Emphasis Areas (EEAs), which are areas with higher than regional average concentration of lower income and minority residents.

Yet, even where transit is, or is planned to be within reach, accessing the stations by walk or bike can be difficult and/or dangerous without proper infrastructure. 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 for people in transit-oriented communities.

HIGH-CAPACITY TRANSIT STATION ACCESS AREAS AND COG REGION FORWARD

COG has articulated its vision through *Region Forward*, and particularly through specific targets for prosperity, accessibility, livability, and sustainability. These targets, in turn, address other important goals for the region, including equity, safety, and health. Building successful transit-oriented communities is an integral part of the efforts to realize many of the region's goals, as displayed in Figure 2 below. The initiative to provide for walk and bike access to all high-capacity transit stations by 2030 makes transit-oriented communities attractive and viable while also supporting many of the *Region Forward* goals. All consideration that jurisdictions and agencies can give to prioritize projects, programs, and policies to provide walk and bike access to the high-capacity transit stations by 2030 will contribute to bolstering these goals, and to advancing *Region Forward*.

Figure 2: Summary of Impact Areas of the High-Capacity Transit Station Access Improvements



While not all aspects of *Region Forward* directly relate to transportation, a crosswalk of specific target areas shown in Table 3 illustrates the many ways that the initiative to improve walk and bike access to high-capacity transit stations can contribute to *Region Forward* goals and targets.

Table 3. 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.

INVESTMENT OPPORTUNITY

Investing in transit access infrastructure in the 208 HCT station areas within the Regional Activity Centers supports convenient and safe active transportation accessibility to transit, can increase transit usage, reduce household transportation costs, provide a wider range of travel options for residents and workers, and maximize the return on the region's investment in transit. 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. These are the features of vibrant transit-oriented communities and can help achieve the region's goals of 75 percent of new housing to be located in Activity Centers and areas with HCT and for 75 percent of new housing to be affordable.

While all 208 station areas have walk and bike access improvement needs, the TPB identified station areas for priority focus. These stations areas were identified based on the deficiency in the infrastructure, together with the demand for the walk/bike infrastructure and the potential to use transit (based on the population and jobs in the walkshed). The TPB also considered those stations that were in EEAs.

After developing a draft list, staff worked with the TPB's member jurisdictions to get local input. One takeaway from those meetings was that the walksheds did not always show what planners expect the area to look like in the future. Staff were able to take the input from this local outreach into account as they finalized the list.

At its July 2020 meeting, the TPB approved a regional list of 49 Transit Access Focus Areas (TAFAs). These 49 station focus areas are highlighted with shading and bold text in the attached table.

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
City of Alexandria			
1	Eisenhower Avenue	Metrorail	Carlyle-Eisenhower East
2	Reed Ave	Streetcar/BRT	Potomac Yard
3	Fayette St	Streetcar/BRT	Braddock Road Metro Area
4	N. Van Dorn St at Homes Run Parkway	Streetcar/BRT	Landmark-Van Dorn
5	N. Beauregard St at Fillmore Ave	Streetcar/BRT	Beauregard
6	N. Beauregard Street at W. Braddock Rd	Streetcar/BRT	Beauregard
7	N. Beauregard St at Rayburn Ave	Streetcar/BRT	Beauregard
8	Southern Towers	Streetcar/BRT	Beauregard
9	Landmark Mall	Streetcar/BRT	Landmark-Van Dorn
10	Braddock Road	Multi system*	Braddock Road Metro Area
11	East Glebe Rd	Streetcar/BRT	Potomac Yard
12	Mark Center	Streetcar/BRT	Beauregard
13	N. Beauregard St at Sanger Ave	Streetcar/BRT	Beauregard
14	S. Van Dorn St & Edsall Rd	Streetcar/BRT	Landmark-Van Dorn
15	N. Beauregard St at King St	Streetcar/BRT	Beauregard
16	Potomac Yards	Multi system*	Potomac Yard
17	Potomac Ave	Streetcar/BRT	Potomac Yard
18	King Street	Multi system*	Braddock Road Metro Area
19	Custis Ave	Streetcar/BRT	Potomac Yard
Arlington County			
1	26th and Clark	Streetcar/BRT	Crystal City
2	Crystal City	Multi system*	Crystal City
3	Shirlington Transit Center	Multi system*	Shirlington
4	South Glebe Rd	Streetcar/BRT	Crystal City
5	Rosslyn	Metrorail	Rosslyn
6	Ballston	Metrorail	Ballston
7	Court House	Metrorail	Courthouse
8	33rd and Crystal	Streetcar/BRT	Crystal City
9	23rd and Crystal	Streetcar/BRT	Crystal City
10	Army Navy Dr. station	Streetcar/BRT	Pentagon City
11	Virginia Square	Metrorail	Virginia Square
12	27th and Crystal	Streetcar/BRT	Crystal City
13	Pentagon City	Multi system*	Pentagon City
14	23rd and Clark	Streetcar/BRT	Crystal City
15	Pentagon	Metrorail	Pentagon
16	Arlington Cemetery	Metrorail	Pentagon
17	National Airport	Metrorail	Crystal City
18	East Falls Church	Metrorail	Falls Church
19	Clarendon	Metrorail	Clarendon

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
City of College Park			
1	West Campus	Light Rail	College Park
2	College Park	Multi system*	College Park
District of Columbia			
1	Anacostia	Metrorail	Poplar Point
2	Benning and 34th NE	Streetcar/BRT	Minnesota Ave
3	Benning and Minnesota Ave	Streetcar/BRT	Minnesota Ave
4	Congress Heights	Metrorail	St. Elizabeths
5	Deanwood	Metrorail	Minnesota Ave
6	Fort Totten	Metrorail	Fort Totten
7	Noma-Gallaudet	Metrorail	NoMa
8	Rhode Island Ave	Metrorail	Rhode Island Ave Metro
9	Farragut North	Multi system*	Farragut Square
10	McPherson Square	Multi system*	Farragut Square
11	Farragut West	Multi system*	Farragut Square
12	Metro Center	Metrorail	Farragut Square
13	Foggy Bottom-GWU	Metrorail	West End
14	Gallery Place	Metrorail	Downtown DC
15	Union Station	Multi system*	NoMa
16	Judiciary Square	Metrorail	Downtown DC
17	Mt. Vernon Sq. streetcar	Streetcar/BRT	Downtown DC
18	K & 3rd NW streetcar	Streetcar/BRT	Downtown DC
19	Dupont Circle	Metrorail	Dupont
20	H & 5th NE	Streetcar/BRT	NoMa
21	K & 25th NW streetcar	Streetcar/BRT	West End
22	Waterfront	Metrorail	Monumental Core
23	Mt Vernon Square	Metrorail	Downtown DC
24	K & Wisconsin streetcar	Streetcar/BRT	Georgetown
25	Navy Yard	Metrorail	Southwest Waterfront
26	Woodley Park-Zoo	Metrorail	Dupont
27	Cleveland Park	Metrorail	Columbia Heights
28	Benning & 42nd NE	Streetcar/BRT	Minnesota Ave
29	Federal Triangle	Metrorail	Farragut Square
30	Federal Center SW	Metrorail	Monumental Core
31	U-Street-Cardozo	Metrorail	U-14th Street Corridor
32	H & 8th NE	Streetcar/BRT	NoMa
33	Potomac Avenue	Metrorail	Stadium Armory
34	Columbia Heights	Metrorail	Columbia Heights
35	Takoma	Metrorail	Takoma Park
36	L'Enfant Plaza	Multi system*	Monumental Core
37	Kingman Island	Streetcar/BRT	H Street
38	Archives	Metrorail	Downtown DC
39	Smithsonian	Metrorail	Monumental Core

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
District of Columbia, continued			
40	Stadium Armory	Metrorail	Stadium Armory
41	Georgia Ave	Metrorail	Columbia Heights
42	Benning & Oklahoma Ave	Streetcar/BRT	H Street
43	Shaw-Howard Univ	Metrorail	U-14th Street Corridor
44	H & 13 th NE	Streetcar/BRT	H Street
45	Eastern Market	Metrorail	Capitol Riverfront
46	Minnesota Avenue	Metrorail	Minnesota Ave
47	Benning and 19th NE	Streetcar/BRT	H Street
48	Benning Road	Multi system*	Minnesota Ave
49	Brookland-CUA	Metrorail	Brookland
50	H & MD Ave	Streetcar/BRT	H Street
51	Capitol South	Metrorail	Capitol Hill
52	Tenleytown	Metrorail	Friendship Heights
53	Friendship Heights	Metrorail	Friendship Heights
Fairfax County			
1	Dunn Loring	Metrorail	Dunn Loring-Merrifield
2	Greensboro Tyson Central Rt 7	Metrorail	Tysons Central 7
3	Gum Springs	Streetcar/BRT	Hybla Valley-Gum Springs
4	Herndon	Metrorail	Herndon
5	Hybla Valley	Streetcar/BRT	Hybla Valley-Gum Springs
6	Reston Town Center	Metrorail	Reston Town Center
7	Seven Corners Transit Center	Bus-Only Transit Center	Seven Corners
8	Woodlawn	Streetcar/BRT	Fort Belvoir
9	Reston Town Center	Bus-Only Transit Center	Reston Town Center
10	Tysons Corner	Metrorail	Tysons Central 123
11	Innovation Center Route 28	Metrorail	Fairfax Innovation Center
12	Backlick Road	V R E	Beltway South
13	Vienna	Metrorail	Vienna
14	McLean Tysons East	Metrorail	Tysons East
15	Beacon Hill	Streetcar/BRT	Beacon-Groveton
16	Penn Daw	Streetcar/BRT	Huntington-Penn Daw
17	Spring Hill Tysons West	Metrorail	Tysons West
18	Lockheed Blvd	Streetcar/BRT	Hybla Valley-Gum Springs
19	Annandale	Bus-Only Transit Center	Annandale
20	Wiehle/Reston East	Metrorail	Wiehle-Reston East
21	Franconia-Springfield	Multi system*	Springfield
22	Springfield Town Center	Bus-Only Transit Center	Springfield
23	Lorton	V R E	Fort Belvoir North Area
24	Van Dorn Street	Metrorail	Landmark-Van Dorn
25	Fort Belvoir	Streetcar/BRT	Fort Belvoir
26	Pohick Rd	Streetcar/BRT	Fort Belvoir
27	Huntington	Multi system*	Huntington-Penn Daw

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
City of West Falls Church			
1	West Falls Church	Metrorail	Falls Church
Frederick County			
1	Monocacy/I-270	MARC	Francis Scott Key Mall
2	Brunswick	MARC	Brunswick
City of Frederick			
1	Frederick	MARC	East Frederick Rising
City of Greenbelt			
1	Greenbelt	Multi system*	Greenbelt
City of Gaithersburg			
1	Lakeforest Transit Center	Bus-Only Transit Center	Gaithersburg Central
2	Metropolitan Grove	Multi system*	Gaithersburg Metropolitan Grov.
3	Firstfield	Streetcar & B R T	Gaithersburg Metropolitan Grov.
4	Gaithersburg	MARC	Gaithersburg Central
5	Crown Farm	Streetcar & B R T	Life Sciences Center-Gaithersburg
6	Kentlands	Streetcar & B R T	Gaithersburg Kentlands
7	NIST	Streetcar & B R T	Gaithersburg Kentlands
Loudoun County			
1	Ashburn	Metrorail	Ashburn Station
2	Loudoun Gateway	Metrorail	Loudoun Gateway Station
City of Manassas			
1	Broad Run/Airport	V R E	Manassas Regional Airport
2	Manassas City	V R E	Manassas
City of Manassas Park			
1	Manassas Park	V R E	Manassas Park
Montgomery County			
1	Germantown	MARC	Germantown
2	Long Branch	Light Rail	Takoma Park
3	LSC Central	St Car/BRT	Life Sciences Center-Gaithersburg
4	Lyttonsville	Light Rail	Silver Spring
5	Shady Grove	Multi system*	Rockville King Farm-Research Center
6	Stewart Lane BRT	Streetcar/BRT	White Oak-FDA
7	White Oak Transit Center	Streetcar/BRT	White Oak-FDA
8	Woodside	Light Rail	Silver Spring
9	White Flint	Metrorail	White Flint
10	Silver Spring	Multi system*	Silver Spring
11	Fenton Street BRT	St Car/BRT	Silver Spring
12	Silver Spring Library	Light Rail	Silver Spring
13	Bethesda	Multi system*	Bethesda
14	Manchester Place	Light Rail	Silver Spring
15	Piney Branch Road	Light Rail	Langley Park
16	Montgomery College BRT	Streetcar/BRT	Rockville Montgomery College

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
Montgomery County, continued			
17	Aspen Hill Rd BRT	Streetcar/BRT	Rockville Twinbrook
18	Universities at Shady Grove	Streetcar/BRT	Life Sciences Center-Gaithersb
19	Traville Gateway Dr.	Streetcar/BRT	Life Sciences Center-Gaithersb
20	Wheaton	Multi system	Wheaton
21	Washington Grove	MARC	Rockville King Farm-Research C
22	LSC West	Streetcar/BRT	Life Sciences Center-Gaithersb
23	Glenmont	Metrorail	Glenmont
24	DANAC	St Car/BRT	Life Sciences Center-Gaithersb
25	Twinbrook Pkwy BRT	St Car/BRT	Rockville Twinbrook
26	MD 193 University Blvd	St Car/BRT	Wheaton
27	Oak Leaf Drive BRT	St Car/BRT	White Oak-FDA
28	Dale Drive	Light Rail	Silver Spring
29	Garrett Park	MARC	White Flint
30	Newport Mill Rd BRT	St Car/BRT	Kensington
31	Parkland Dr BRT	St Car/BRT	Rockville Twinbrook
32	Tech Road BRT	St Car/BRT	White Oak-FDA
33	MD 185 Connecticut Ave B	St Car/BRT	Kensington
34	Medical Center	Metrorail	NIH-Walter Reed National Milit
35	Randolph Rd BRT	St Car/BRT	White Flint
36	Forest Glen	Metrorail	Silver Spring
37	Grosvenor	Metrorail	Grosvenor
38	Germantown Transit Cntr	Bus-Only Transit Center	Germantown
39	Connecticut Avenue	Light Rail	NIH-Walter Reed National Milit
40	Kensington	MARC	Kensington
Prince George's County			
1	Largo Town Center	Metrorail	Largo Town Center-Morgan Blvd
2	New Carrollton	Multi system*	New Carrollton
3	Oxon Hill/National Harbor	Bus-Only Transit Center	Oxon Hill
4	Prince George's Plaza	Metrorail	Prince George's Plaza
5	Riggs Road	Light Rail	Langley Park
6	Southern Avenue	Metrorail	Naylor-Southern Ave
7	Suitland	Metrorail	Suitland
8	West Hyattsville	Metrorail	West Hyattsville Metro
9	Muirkirk	MARC	Konterra
10	Landover	Metrorail	Landover Metro
11	Morgan Blvd.	Metrorail	Largo Town Center-Morgan Blvd
12	Annapolis Road	Light Rail	New Carrollton
13	M-Square	Light Rail	College Park
14	Riverdale Road	Light Rail	New Carrollton
15	Cheverly	Metrorail	Landover Metro
16	Branch Avenue	Metrorail	Branch Ave
17	Riverdale Park	Light Rail	College Park

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	Station Area Name	Transit Systems	Regional Activity Center
Prince George's County, continued			
18	Riverdale	MARC	College Park
19	Naylor Road	Metrorail	Naylor-Southern Ave
20	Addison Road	Metrorail	Capitol Heights-Addison Road
21	Capitol Heights	Metrorail	Capitol Heights-Addison Road
22	Bowie State	MARC	Bowie MARC
Prince William County			
1	Woodbridge	Multi system*	North Woodbridge
2	Potomac Shores	V R E	Potomac Shores
City of Rockville			
1	Rockville	Multi system*	Rockville Town Center
2	Twinbrook	Metrorail	Rockville Twinbrook
3	East Gaither	Streetcar/BRT	Rockville King Farm-Research C
4	MD 28 First St BRT	Streetcar/BRT	Rockville Twinbrook
5	West Gaither	Streetcar/BRT	Rockville King Farm-Research C
6	Broadwood Dr BRT	Streetcar/BRT	Rockville Twinbrook
City of Takoma Park / Montgomery County / Prince George's County			
1	Takoma/Langley Transit Center	Multi system*	Langley Park

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.

AGENDA ITEM #9

ENHANCING LAND USE AND LIVABILITY THROUGH CONNECTED COMMUNITIES

MEMORANDUM

TO: COG Board of Directors
FROM: Andrew Meese, COG Systems Performance Planning Director
SUBJECT: National Capital Trail Network
DATE: August 5, 2020

This memorandum shares the outcome of the Transportation Planning Board (TPB) staff's collaborative work with member jurisdictions on defining a National Capital Trail Network, examines related synergies among regional planning, local planning, and project implementation, and describes how the network can contribute to COG's *Region Forward* Vision for a more prosperous, accessible, livable, and sustainable region.

BACKGROUND

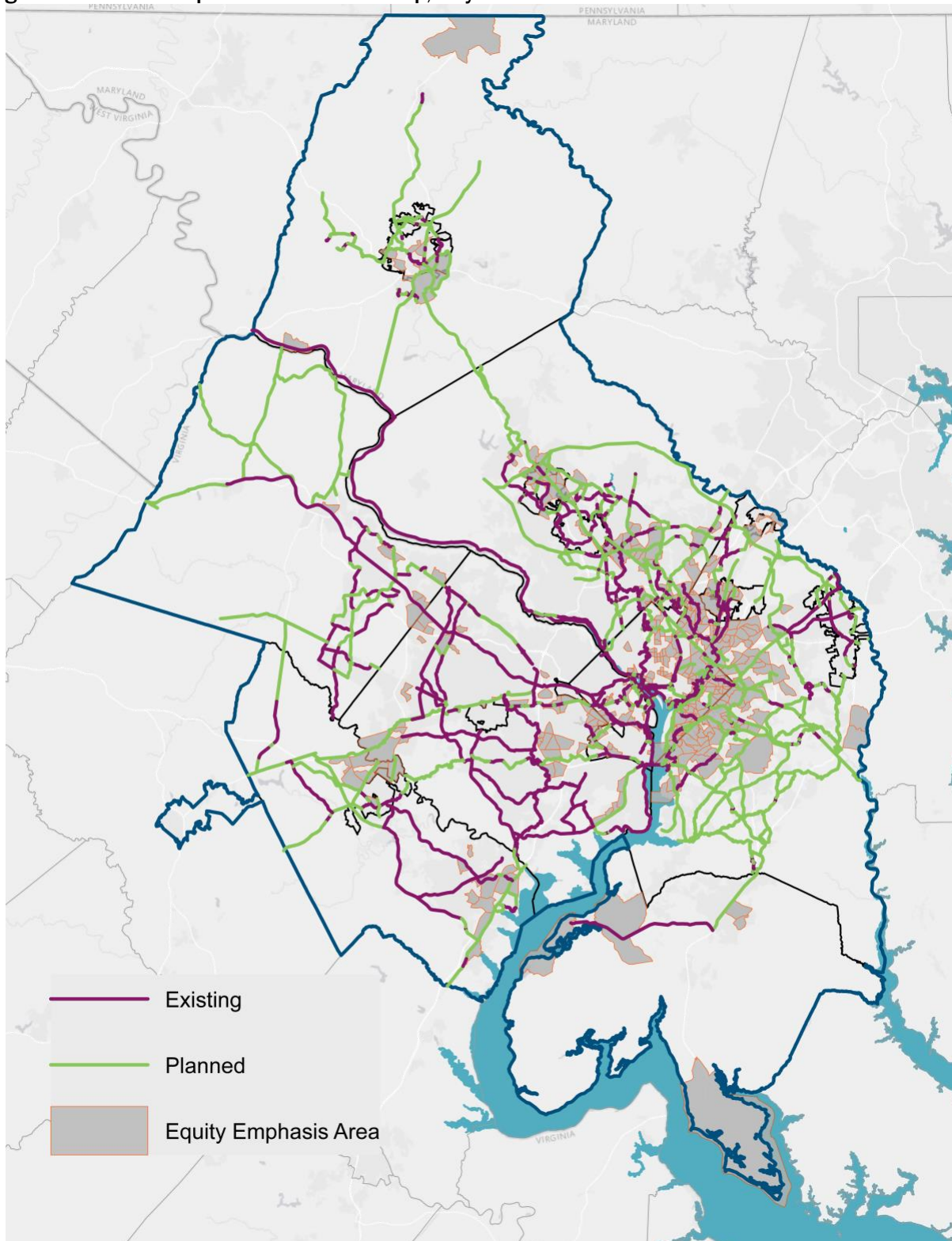
The TPB approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. For the first time, the plan included a set of aspirational initiatives that, with additional resources, could substantially address the mobility and accessibility issues in the region. One of these aspirational initiatives was the TPB's vision of an interconnected regional trail network that extends into all TPB member jurisdictions. This network was envisioned to expand the previously defined concept of the National Capital Trail, which was limited to a single set of facilities located within the region's central jurisdictions.

TPB staff worked closely with members to review jurisdictions' existing and planned trail facilities, identifying those that could be included in an expanded National Capital Trail Network, toward the TPB's network vision. Following approximately 18 months of staff and jurisdictional collaboration, the TPB approved the National Capital Trail Network, through Resolution R5-2021, at its July 22, 2020 meeting. This is not the end of the story, since the network is anticipated to be revisited annually, and updated as jurisdictional plans and projects evolve.

Figure 1 shows the map of the National Capital Trail Network as endorsed by the TPB in July.

Explore the interactive trail map on the COG website: mwcog.org/nationalcapitaltrailnetwork.

Figure 1: National Capital Trail Network Map, July 2020



Source: COG

Facilities incorporated into the National Capital Trail Network reflect the inclusion criteria used. The National Capital Trail Network is intended to be a network of long-distance, primarily off-street facilities, accessible for people of all ages and abilities, designed for non-motorized use, and suitable for both transportation and recreation. Criteria included width minimums, pavement material requirements, and protection from moving traffic. And all facilities must be directly connected to the network—no disconnected portions were included. Facilities can be existing or planned, but they must be in an approved agency plan.

NATIONAL CAPITAL TRAIL NETWORK IMPACTS

Table 1 shows some of the impacts the National Capital Trail Network will have on the region. An estimated 71 percent of the region’s 2020 population lives within one-half mile of the network; an estimated 76 percent of the region’s jobs are within half a mile. The vast majority of Regional Activity Centers, or locations that will accommodate the majority of the region’s future growth, are within half a mile of the network, as are 308 of the region’s 351 Equity Emphasis Areas, or geographic areas with high concentrations of low-income and/or minority populations.

Table 1: National Capital Trail Network Impacts within a One-Half-Mile Buffer and Total Mileage

Metric	Number	%
Population (2020) within ½ mile	4.05 Million	71%
Employment (2020) within ½ mile	2.55 Million	76%
Number of Regional Activity Centers within ½ mile	136	96%
Number of Equity Emphasis Areas within ½ mile	308	87%
Miles of Facilities – Existing	643.7	45%
Miles of Facilities – Planned	778.6	55%
Miles of Facilities – Total	1,422.3	100%

Source: July 2020 TPB staff analysis, Round 9.1a Cooperative Forecast.

NATIONAL CAPITAL TRAIL NETWORK SYNERGIES

The National Capital Trail Network provides opportunities for synergies among regional planning, local planning, and project implementation. Jurisdictional plans include many more facilities than what were included in the regional, long-distance network. Both the National Capital Trail Network and local facilities not on the regional network have important roles to play for accessibility, Complete Streets, Vision Zero, or other jurisdictional goals. Future planning by member jurisdictions can take into consideration enhancements to both the National Capital Trail Network and local plans. The network also will be included in an update of the TPB’s longstanding *Bicycle and Pedestrian Plan for the National Capital Region* being undertaken in FY 2021.

It is hoped that implementing agencies will give due consideration to funding those portions of the National Capital Trail Network not yet built. In Resolution R5-2021, the TPB asked its members to prioritize projects, programs, and policies that will implement portions of the National Capital Trail Network, and to do so in an environmentally sensitive and sustainable manner, consistent with the TPB Vision. TPB also directed its own staff to give additional consideration to projects that will implement portions of the network for TPB's Transportation Alternatives and Transportation-Land Use Connections planning grant programs.

THE NATIONAL CAPITAL TRAIL NETWORK AND COG *REGION FORWARD*

COG has articulated its vision through *Region Forward*, and particularly through specific *Region Forward* targets for accessibility, sustainability, prosperity, and livability. These targets, in turn, address other important goals for the region, including equity, safety, and health. While not all aspects of *Region Forward* directly relate to transportation, a crosswalk of issues show the many ways that the National Capital Trail Network can positively impact many of the *Region Forward* goals and targets. Table 2 below shows such crosswalks with *Region Forward*'s accessibility, sustainability, prosperity, and livability targets.¹

Region Forward's accessibility targets tie particularly to transportation considerations. The National Capital Trail Network is seen to be helpful for several of these goals, including shifting travel away from motorized trips, increasing safety, linking regional Activity Centers, and increasing construction of bicycle and pedestrian facilities.

Regarding sustainability, the National Capital Trail Network will support regional efforts to reduce pollution and enhance the region's green infrastructure.

Comments on the prosperity targets note that studies in other areas, such as for metropolitan Philadelphia² have shown positive economic impacts of walkable placemaking and of expanding bicycle infrastructure.

Bolstering livability targets, the National Capital Trail Network can make notable contributions regarding traffic safety (through providing of additional bicycle/pedestrian safe infrastructure), and health (with increased opportunities for active transportation and its inherent health benefits).

¹ For brevity, *Region Forward* targets not anticipated to be impacted by the National Capital Trail Network are not listed in Table 2, but can be reviewed at www.regionforward.org.

² See <https://www.railstotrails.org/policy/trailstransform/circuit-trails/> and <https://circuittrails.org/resource-library>.

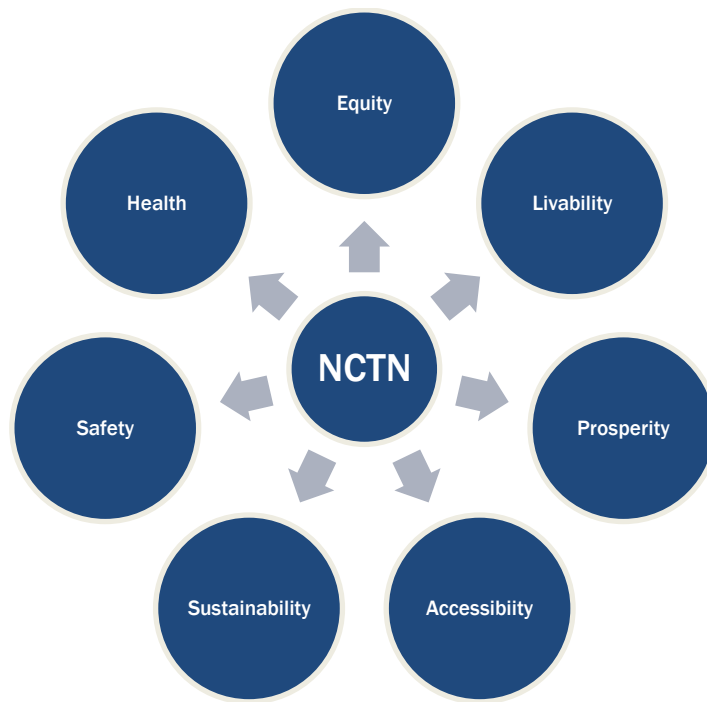
Table 2: How the National Capital Trail Network Supports Selected COG Region Forward Targets

Accessibility Targets	
Reduce daily vehicle miles (VMT) per capita	The NCTN's additional, interconnected bicycling infrastructure will enable more non-vehicle trips
The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities	The NCTN will increase the amount of safe bicycling infrastructure throughout the region
Transportation investments will link Regional Activity Centers	96 percent (136 of 141) of Regional Activity Centers will be connected by the NCTN (within ½ mile)
Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan	TPB approval of the NCTN is consistent with the target of increased construction
Increase the share of walk, bike, and transit trips	Additional, interconnected bicycling infrastructure may help increase the share of these trips
Sustainability Targets	
By 2020, reduce regional greenhouse gas emissions by 20 percent below 2005 levels	The NCTN will help increase opportunities for non-motorized, less-polluting travel
Beginning in 2014, the region's air quality will be improving and ambient concentrations will be reduced below federal standards	The NCTN will help increase opportunities for non-motorized, less-polluting travel
The region will identify, conserve, and enhance a network of protected open spaces, parks, and green infrastructure to provide ecological benefits, wildlife habitat, recreational opportunities, and scenic beauty	The NCTN is recommended to be implemented in ways that enhance the region's green infrastructure
Prosperity Targets	
Sustain an annual 2 to 4 percent growth rate in Gross Regional Product for the National Capital Region	Studies in other areas have shown positive economic impacts of expanding bicycling infrastructure
Improve access to vocational training and educational opportunities throughout the region	The NCTN's additional, interconnected bicycling infrastructure may enable better travel to opportunities
Livability Targets	
Reduce the number of pedestrian and bicycle fatalities across the region	The NCTN will increase the amount of safe bicycling infrastructure throughout the region
The majority of the Healthy People Goals are met by greater than half of the region's population	The NCTN's additional, interconnected bicycling infrastructure will help increase the facilities available for active transportation and exercise

OUTLOOK

The adoption of the National Capital Trail Network is an important milestone for regional planning. The region has articulated a vision for an interconnected regional trail network that extends into all member jurisdictions. As illustrated in Figure 2, the National Capital Trail Network has the prospect of positively affecting many regional goals, including the prosperity, accessibility, livability, and sustainability goals of *Region Forward*, plus additional equity, safety, and health objectives. All consideration that jurisdictions and agencies can give to building the 55 percent of the network that is yet unbuilt will contribute to these goals and advance *Region Forward*.

Figure 2: Summary of Impact Areas of the National Capital Trail Network



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

RESOLUTION TO ENDORSE THE NATIONAL CAPITAL TRAIL NETWORK

WHEREAS, the work of the Metropolitan Washington Council of Governments has been guided by the overarching goals of Prosperity, Accessibility, Livability, and Sustainability as espoused in COG's *Region Forward* Vision for the region; and

WHEREAS, *Region Forward* highlights the interrelationship of land-use planning and transportation; and

WHEREAS, improving walking and bicycling infrastructure improves quality of life and access to the region's communities; and

WHEREAS, on July 22, 2020, the National Capital Region Transportation Planning Board (TPB) approved TPB Resolution R5-2021 adopting the National Capital Trail Network, directing TPB staff to give additional consideration to projects that will implement portions of the network for its Transportation Alternatives and Transportation-Land Use Connections grant programs, asking for the network to be updated annually, and asking TPB members to prioritize projects, programs, and policies that will implement portions of the network; and

WHEREAS, the National Capital Trail Network will provide a continuous pedestrian and bicycle network of over 1400 miles of trails and other low-stress facilities, of which over 600 miles already exist and almost 800 miles are planned, serving the entire region in an equitable manner; and

WHEREAS, 71 percent of the region's population, 76 percent of the jobs, 136 of the region's 141 Activity Centers, or places primed for future growth, and 308 of the region's 351 Equity Emphasis Areas, or geographic areas with high concentrations of low-income and/or minority populations, are all within a half-mile of the network; and

WHEREAS, the National Capital Trail Network is anticipated to benefit many of the goals and targets of *Region Forward*, including reducing daily vehicle miles of travel (VMT) per capita, increasing the share of walk, bicycle, and transit trips, increasing bicyclist and pedestrian safety, improving health through opportunities for active transportation, and increasing opportunities for non-motorized, less-polluting travel; and

WHEREAS, the National Capital Trail Network will transform public life by providing healthy, low-stress access to open space and clean, inexpensive, reliable transportation for people of all ages and abilities;

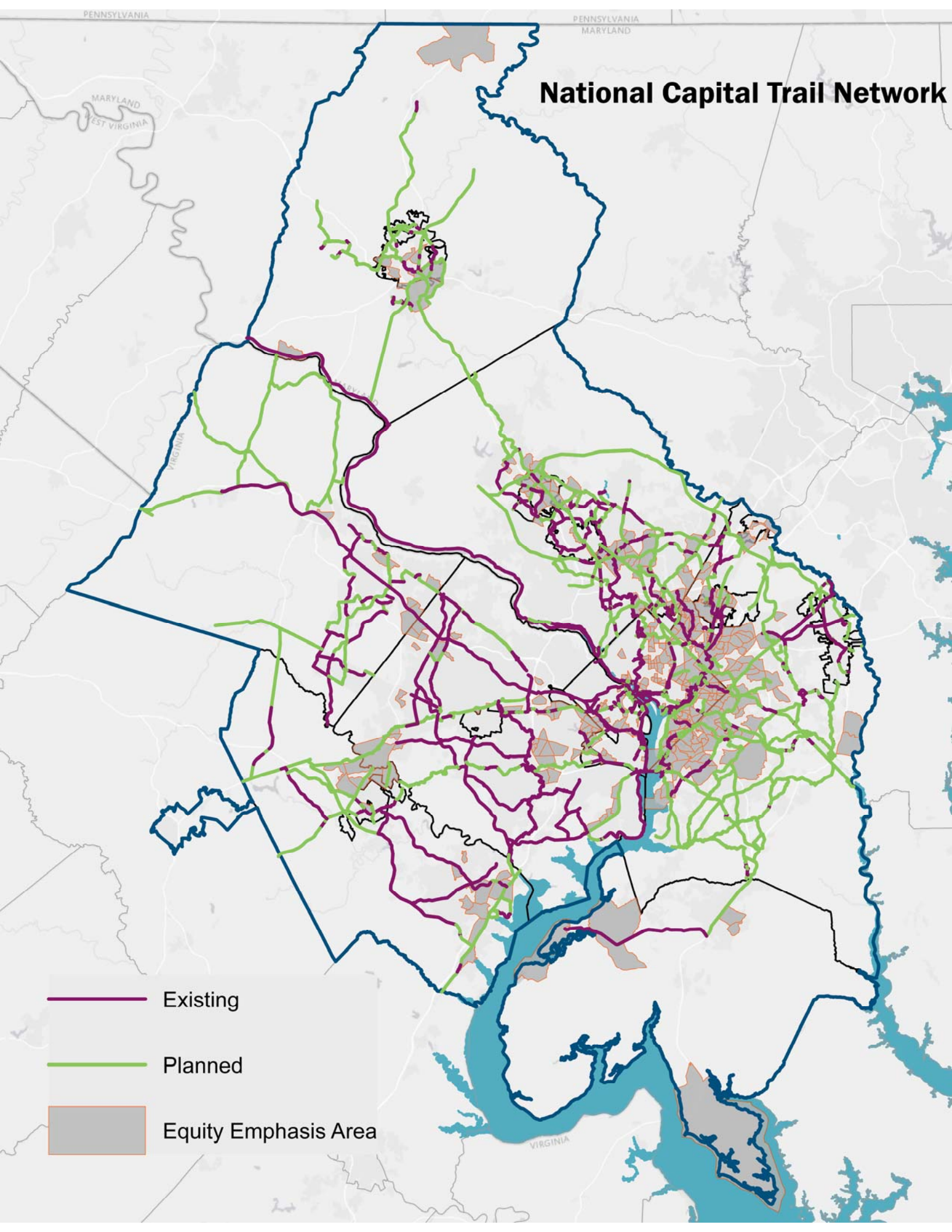
NOW THEREFORE BE IT RESOLVED BY THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The Board endorses the National Capital Trail Network, acknowledges its expansion as an important milestone for regional planning, and recognizes that it has the potential to help the region work toward its shared goals of prosperity, accessibility, livability, and sustainability, as well as equity, safety, and health.

For these reasons, the Board encourages area jurisdictions and agencies to prioritize trail facilities that will contribute to completing the portions of the network that is still unbuilt.

National Capital Trail Network

- Existing
- Planned
- Equity Emphasis Area



AGENDA ITEM #10

OTHER BUSINESS

AGENDA ITEM #11

ADJOURN