



BOARD OF DIRECTORS

Wednesday, March 13, 2024
12:00 P.M. - 2:00 P.M.

WebEx Virtual Meeting (provided to members only by email)
Public livestream on website

AGENDA

- 12:00 P.M. 1. **CALL TO ORDER**
Charles Allen, COG Board Chair
2. **CHAIR'S REPORT**
Charles Allen, COG Board Chair
- 12:05 P.M. 3. **EXECUTIVE DIRECTOR'S REPORT**
Clark Mercer, COG Executive Director
- 12:10 P.M. 4. **AMENDMENTS TO THE AGENDA**
Charles Allen, COG Board Chair
5. **APPROVAL OF THE MINUTES FROM FEBRUARY 14, 2024**
Charles Allen, COG Board Chair
Recommended Action: Approve minutes.
6. **ADOPTION OF CONSENT AGENDA ITEMS**
Charles Allen, COG Board Chair
- A. Resolution R12-2024 – Resolution authorizing COG to receive a grant,
procure and enter into a contract to conduct phase 39 of the Continuous
Airport System Planning (CASP) Program
Recommended Action: Adopt Resolution R12-2024.
- 12:15 P.M. 7. **REGIONAL EQUITABLE DEVELOPMENT PRINCIPLES**
Karla Bruce, Fairfax County Chief Equity Officer
*Samia Byrd, Arlington County Department of Community Planning Housing &
Development Director*
- The board will be briefed on the development of regional equitable development principles to serve as a guide to centering equity in local comprehensive plans. The board will be asked to adopt the draft regional principles proposed by the

COG Chief Equity Officers Committee, Planning Directors Committee and Housing Directors Committee.

Recommended Action: Adopt Resolution R13-2024.

12:45 P.M. 8. COG'S AIR QUALITY PROGRAM & CLEAN AIR PARTNERS

Jen Desimone, COG Principal Environmental Engineer
Sunil Kumar, COG Principal Environmental Engineer

The board will be briefed on what COG does to track air quality, share regional communications, and planning efforts to address unhealthy air days in the upcoming ozone season. The board will also be briefed on Clean Air Partners, a public-private partnership managed by COG.

Recommended Action: Receive briefing.

1:10 P.M. 9. HOW SAFE ARE OUR ROADS? REPORT & REGIONAL ROADWAY SAFETY

Kurt Erickson, Washington Regional Alcohol Program (WRAP)
Christine Sherman Baker, Arlington County Vision Zero Project Manager

The board will be briefed on WRAP's annual analysis of the impact of alcohol and drug-related fatal and serious injury crashes in the region. Following the report, the board will discuss approaches to address roadway safety regionally and learn about a regional data-driven anti-drunk driving campaign being developed by Arlington County through the TPB Regional Roadway Safety Program (RRSP).

Recommended Action: Receive briefings.

1:55 P.M 10. OTHER BUSINESS

2:00 P.M. 11. ADJOURN

The next COG Board Meeting will take place in-person on Wednesday, April 10th from 12:00 – 2:00 P.M.

AGENDA ITEM #2

CHAIR'S REPORT

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



MEMORANDUM

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

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its February meeting, the TPB adopted two resolutions, the first making an adjustment to the TPB membership to remove Fauquier County from the Board and MPO, and the second approved an update to the National Capital Trail Network, which will provide a continuous pedestrian and bicycle network of 1,549 miles of trails and already includes 752 completed miles. The board also received updates on key planning activities for 2024, the FY 2025 Unified Planning Work Program and the FY 2025 Commuter Connections Work Program.

Metropolitan Washington Air Quality Committee (MWAQC) – At its February meeting, members and state air agencies provided updates on activities about their respective jurisdictions. COG Environmental Engineer Sunil Kumar briefed members on EPA's revised fine particles (PM2.5) air quality health standard and provided an overview on MWAQC's role in the region's air quality planning efforts. COG staff also provided an overview of the upcoming DC, MD, and VA legislative sessions, and outlined the development of a new approach to equity and environmental justice in air quality planning. In addition, TPB staff briefed the committee on how air quality planning is an integral part of the transportation planning process.

Food & Agriculture Regional Member (FARM) Policy Committee – At its February meeting, members received a briefing on the upcoming 2024 Farm Bill's significance for food security and agriculture and outlined why this bill is important for the region. Members approved the next steps of sending a letter to metropolitan Washington's Congressional delegation to share FARM's priorities for the upcoming Farm Bill and appropriations process negotiations. Lastly, members received updates on



Visualize 2050 – Public Comment

From March 1 - 30, 2024, the public is invited to comment on the National Capital Region Transportation Plan—Visualize 2050—before the TPB conducts an Air Quality Conformity Analysis of proposed, regionally significant roadway and transit projects, the next step in the planning process. For projects to receive federal funding and approvals, they must be in the TPB plan.

[Click here to learn more](#)

the Supplemental Nutrition Assistance Program (SNAP), Healthy School Meals for All, Child Tax Credit, and legislation supporting small farmers and the region's food system.

OUTREACH & PROGRAM HIGHLIGHTS

Stakeholder engagement – On February 5, COG Executive Director Clark Mercer joined Arlington County 2050: Envisioning Tomorrow Together. Mercer also participated in the National Association of Regional Councils (NARC) National Conference of Regions, and on February 21, Mercer delivered an in-person testimony at the DC Performance Oversight Hearing.

Climate Pollution Reduction Grants – COG has released the final DC-VA-MD-WV Metropolitan Statistical Area (MSA) [Priority Climate Action Plan \(PCAP\)](#). The PCAP, funded by the Inflation Reduction Act, was prepared for the U.S. Environmental Protection Agency (EPA) as a deliverable for the Climate Pollution Reduction Grants (CPRG) Program. DOEE engaged COG through a subgrant to develop the PCAP. The (PCAP) presents practical and achievable strategies to reduce air pollution and GHG emissions in the MSA.

Transportation planning – TPB is accepting applications for the Community Leadership Institute, an educational program where participants learn to be regional transportation leaders by connecting the interests of their local communities, constituencies, and elected officials with the planning issues facing the entire region. [Apply by March 15, 2024.](#)

Bike to Work Day – COG's Commuter Connections program and the Washington Area Bicyclist Association (WABA) partnered for Bike to Work Day, which will take place on Friday, May 17 in over 100 pit stops throughout the District of Columbia, Maryland, and Virginia. This event offers a healthy and enjoyable start to the workday. Visit www.biketoworkmetrodc.org for more information and to register.

Homeless services – On February 22, the COG Homeless Services Committee formally kicked off its partnership with Community Solutions to participate in its regional Built for Zero initiative. COG will serve as the regional backbone organization, the designation for organizations supporting and guiding multijurisdictional efforts to prevent and end homelessness. Community Solutions will provide three years of technical assistance, training, and coaching to COG staff and local jurisdictions. The committee will be focusing on ending Veteran homelessness as a region.



Future of the Federal Workplace Roundtable Discussion

Following the completion of the Workplace Scenario Planning Study, COG and the National Capital Planning Commission (NCPC) reconvened stakeholders to go over the key findings and prioritize issues the region should address in policy development in NCPC's next Comprehensive Plan that will benefit both federal and local interests moving forward from the pandemic.

[Discover additional insights into the research](#)

Winter Weather Coordination – On February 5, COG virtually hosted hundreds of regional stakeholders involved in severe winter weather operations for a briefing from the U.S. Office of Personnel Management on the federal workforce status decision-making process.

MEDIA HIGHLIGHTS

Metro FY 2025 Budget – The COG Board of Directors discussion of budget issues for WMATA was covered in news stories by WTOP and NBC 4. COG Executive Director Clark Mercer also discussed the status of funding for Metro in the Virginia legislative session.

[WTOP – quotes COG Board Chair Charles Allen at COG Board meeting](#)

[WTOP – quotes COG Executive Director Clark Mercer on funding discussions in Virginia](#)

Ronald Reagan Washington National Airport (DCA) – The COG Board of Directors unanimously approved Resolution R11-2024, urging Congress to not add slots or change the perimeter rules at DCA. It drew coverage from the Washington Business Journal and WTOP.

[Washington Business Journal](#)

[WTOP – quotes COG Board Chair Charles Allen](#)



WBJ Executive Profile

The Washington Business Journal profiled Executive Director Clark Mercer in its March 1, 2024 edition covering regional initiatives underway at COG as well as details from his past experience.

[Profile on COG Executive Director Clark Mercer](#)

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
February 14, 2024

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Michael O'Connor, COG Secretary-Treasurer

Julie Mussog, COG Chief Financial Officer

Monica Beyrouiti Nuñez, COG Government Relations Manager

Loren DeJonge Schulman, U.S. Office of Management and Budget Associate Director, Performance and Personnel Management

Randy Clarke, WMATA General Manager & CEO

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

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

2. CHAIR'S REPORT

A. Board Member Handbook

3. EXECUTIVE DIRECTOR'S REPORT

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

- Transportation Planning Board (TPB) is currently accepting applications for the Fiscal Year 2025 Transportation Land-Use Connections and Regional Roadway Safety Programs. The deadline for applications is March 8, 2024.
- COG is hosting an Emergency Preparedness Council (EPC) Energy Tabletop Exercise called "DMV Disruption" on March 15 from 10 A.M. to 2 P.M. in the COG Board room. This energy Tabletop Exercise, developed by the U.S. Department of Energy (DOE), explores regional preparedness for responding to and recovering from failures or attacks on electrical substations.
- Our Public Safety Leadership Training Seminar application period is open. It is a workshop that enhances professional development skills in the fields of public safety, health, emergency management, IT, and homeland security. We are seeking new applicants for the Spring of 2024.
- COG's Community Engagement Campaign (CEC) has been airing a WAMU radio PSA about winter salting, directing listeners to COG's Salt Smart webpage for tips on how to salt efficiently and protect water quality.
- This year, the Point-in-Time count took place on the night of Wednesday, January 24. The data from the count is compiled and analyzed in our regional report, which will be released later this spring.
- Think Regionally podcast was recently released and features Fairfax County Supervisor and COG Board Chair Rodney Lusk, Equal Rights Center Executive Director Kate Scott, and COG Housing Program Manager Hilary Chapman on initiatives to ensure fair and equitable housing in metropolitan Washington.
- John Mason, a recognized great friend and supporter of COG, passed away last week at the age of 89. He served on the Fairfax Council from 1989 to 1990 and was Mayor from 1990 to 2002. Additionally, he served as COG's TPB Chair and was our COG Corporate President.

4. AMENDMENTS TO THE AGENDA

Chairman Allen moved to amend the agenda and add an additional item on the regional airport system and consideration of Resolution R11-2024 to the agenda.

Action: The board approved the amendment to the agenda.

5. APPROVAL OF MINUTES FROM JANUARY 10, 2024

The minutes from the January 10, 2024, board meeting were approved.

Action: The board approved the January 10, 2024 meeting minutes.

6. ADOPTION OF CONSENT AGENDA ITEMS

A. Resolution R9-2024 – Resolution authorizing COG to procure and enter into a contract to purchase tow vehicles and upfit for Land Mobile Radio (LMR) deployable trunking system trailers

Action: The board adopted Resolution R9-2024.

7. FISCAL YEAR 2024 SECOND QUARTER FINANCIAL REPORT

COG Secretary-Treasurer Michael O'Connor and COG Chief Financial Officer Julie Mussog briefed the board on the FY-2024 Second Quarter Financial Report.

Action: Received briefing and discussed.

8. REGIONAL LEGISLATIVE UPDATE

The board received a briefing from COG Government Relations Manager Monica Beyrouiti Nuñez on legislative updates related to COG priorities in the current Maryland and Virginia legislative sessions.

Action: Received briefing and discussed.

9. THE FEDERAL WORKFORCE IN THE METROPOLITAN WASHINGTON REGION

The board was briefed by U.S. Office of Management and Budget Associate Director Loren DeJonge Schulman on actions of the U.S. Office of Management and Budget to manage the federal workforce and impacts to the regional economy.

Action: Received briefing and discussed.

10. METRO REVISED FY2025 PROPOSED BUDGET & FY2026 FORECAST

WMATA General Manager and CEO Randy Clarke briefed the board on Metro's revised Fiscal Year 2025 proposed budget and financial forecasts for Fiscal Year 2026.

Action: The board adopted Resolution R10–2024.

AMENDED AGENDA ITEM: REGIONAL AIRPORT SYSTEM

The board discussed the region's airport system and current actions in Congress to change the slots and perimeter rules at Ronald Reagan Washington National Airport (DCA). The board considered Resolution R11-2024, urging Congress to not change the slots and perimeter rules at DCA.

Action: The board adopted Resolution R11–2024.

11. OTHER BUSINESS

There was no other business.

14. ADJORN

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

**COG Board of Directors
February 14, 2024 Attendance**

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

Y = present in-person

V = virtually present

Total: 26

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

**ADOPTION OF CONSENT AGENDA ITEMS
March 2024**

A. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO CONDUCT PHASE 39 OF THE CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

The board will be asked to adopt Resolution R12-2024 authorizing the Executive Director, or his designee, to receive and expend grant funds from the Federal Aviation Administration (FAA) in the amount of \$277,800. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to conduct Phase 39 of the Continuous Airport System Planning (CASP) Program. The grant will include the following tasks in support of the CASP Program: (1) Process 2025 Air Passenger Survey, Phase 1, and (2) 2025 Ground Access Travel Time Update. COG will be required to provide a match of \$27,780 which is available in the budget of the Department of Transportation Planning.

RECOMMENDED ACTION: Adopt Resolution R12-2024.

AGENDA ITEM #7

REGIONAL EQUITABLE DEVELOPMENT PRINCIPLES



REGIONAL PRINCIPLES FOR EQUITABLE DEVELOPMENT

Process principles for planning and policy development:

Acknowledge history and repair past harms

Document the historical harm caused to communities of color by the actions of government through planning, housing and development to identify the connections between those actions and today's racially disparate outcomes.

Practice inclusive and meaningful community engagement

Require local community participation and leadership in decision-making to reflect a diversity of voices, use power mapping with an equity lens to design equitable decision making structures that account for differences in power amongst stakeholders, and include targeted strategies to engage and compensate historically marginalized communities, and voices representing future residents. Build cultural competence into planning processes and design planning processes and materials to be clear, accessible and engaging for culturally diverse stakeholders.

Commit to implementation with internal capacity and community transparency

Implement equitable development policies with sufficient dedicated budget, organizational structures, and staff trained in equitable planning practices to sustain and grow jurisdictions' capacity to follow through on their adopted policies. Develop public facing accountability tools designed with community engagement and tie them to meaningful budget and policy processes to measure jurisdictions' performance and monitor regional racial disparities.

Policy outcomes principles:

Advance economic opportunity and mobility

Promote generational wealth building, local economic development, and entrepreneur opportunities including local minority businesses participating in publicly supported capital projects and real estate development. Work with the private sector to avoid and mitigate displacement of businesses during construction of new projects, enhance community-serving establishments with capital and capacity building supports, and increase career pathways for quality living wage jobs for people in all neighborhoods.

Prevent displacement

Develop government regulations, policies, and programs to mitigate economic pressures and allow anyone who wants to continue living in a community to do so as it grows, especially for residents vulnerable to displacement pressures due to systemic racism and economic insecurity and prevent displacement of small businesses that serve communities experiencing displacement pressure including preventing predatory speculation of property in communities at risk of displacement.

Expand affordable housing options and preserve existing affordability

Create and preserve healthy, safe, and long-term affordable housing for all family sizes, abilities, ages, and incomes to create integrated, inclusive communities in all neighborhoods through a mix of publicly supported strategies scaled to meet the actual housing need of the region's population growth and communities who have experienced housing discrimination.

Support and strengthen diverse community values

Respect the local culture, character, and diverse values of a community by uplifting existing cultural resources as valuable assets of a community.

Promote people-centered multi-modal mobility and connectivity

Prioritize effective, safe, dignified, healthy, and affordable multi-modal transportation choices for all residents. Support transit-dependent communities and provide equitable access to core services and amenities, including employment, education, health and social services.

Develop healthy and safe communities

Design built environments that enhance health opportunities for communities currently experiencing racial disparities in health through public amenities (schools, parks, open spaces, transportation, complete streets, health care, and other services), access to affordable healthy food, physical exercise, improved air quality, and safe and inviting environments.

Promote and regulate for environmental justice

Work across silos within government and across other sectors to eliminate disproportionate and harmful environmental burdens on any community. Enact regulations and secure resources to mitigate and reverse the effects of environmental hazards past and present that have disproportionately harmed communities of color.

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

RESOLUTION ADOPTING REGIONAL PRINCIPLES FOR EQUITABLE DEVELOPMENT

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

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

WHEREAS, in January 2021 the Chief Administrative Officers Committee established the Chief Equity Officers Committee as a standing technical committee with the purpose of advancing racial equity within COG programs and committees, COG member local governments, and throughout the metropolitan Washington region; and

WHEREAS, the Chief Equity Officers Committee serves as the hub for regional collaboration and coordination on advancing racial equity initiatives throughout the region; and

WHEREAS, in November 2023 COG hosted a Planning for Equitable Development event to bring together local government staff to develop a shared regional vision for equitable growth and prioritizing equity in local planning; and

WHEREAS, the event laid the groundwork for developing ten regional guiding principles, focused on process for planning and policy development and policy outcomes, for local governments to use to advance equity through new policies and implementation of jurisdictions' comprehensive plans; and

WHEREAS, adoption of regional principles for equitable development will establish a foundation and model for local governments to center equity and utilize when updating their respective local plans; and

WHEREAS, the regional principles have been reviewed by the COG Chief Equity Officers Committee, the Planning Directors Technical Advisory Committee and the Housing Directors Advisory Committee.

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

The board approves the Regional Principles for Equitable Development and directs COG staff to share the guiding principles with member local governments in an effort to further center equity in local planning processes.

AGENDA ITEM #8

COG'S AIR QUALITY PROGRAM & CLEAN AIR PARTNERS

NEWS RELEASE

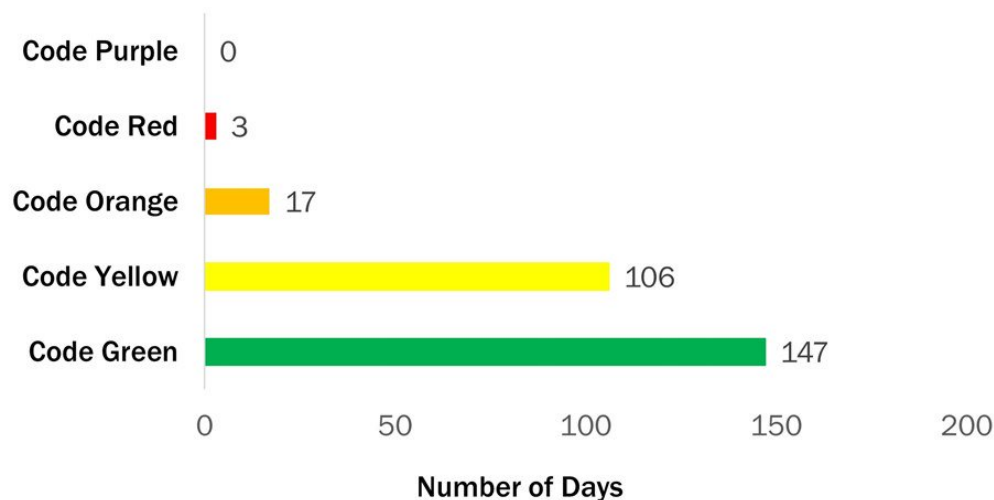
COG 2023 air quality report: Canadian wildfires trigger a rise in unhealthy days for D.C. region

Despite uptick, long-term trends show significant improvements in region's air quality

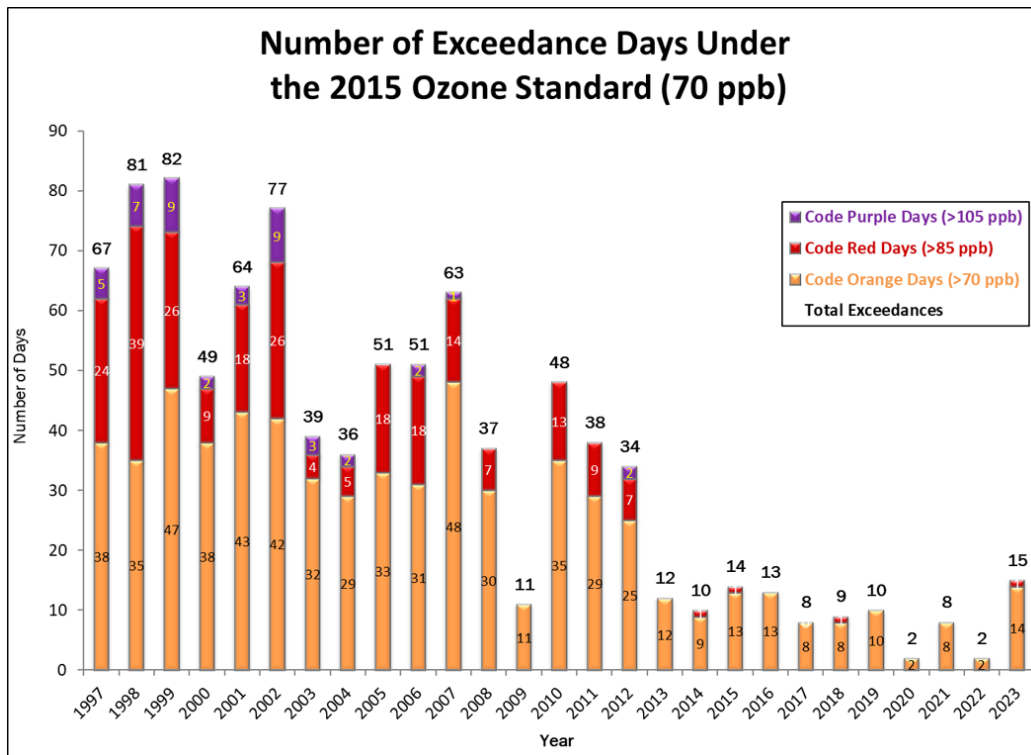
Residents of metropolitan Washington experienced 20 unhealthy air days in 2023, the highest number of unhealthy days since 2012. Smoke from Canadian wildfires was a major contributor to this year's increase.

The newly released data was presented by Metropolitan Washington Council of Governments (COG) staff to the Metropolitan Washington Air Quality Committee (MWAQC) on Wednesday, September 27 as part of the 2023 Ozone Season Summary Report. The report tracked unhealthy days due to two pollutants—ground-level ozone and fine particles. Seventeen days were classified as “code orange” which means the air quality is unhealthy for sensitive groups like people with heart or lung disease, older adults, and children, while three days were recorded as “code red” or unhealthy for everyone.

2023 - Daily Air Quality Index



While smoke from the Canadian wildfires contributed to more unhealthy days due to fine particle pollution, it also exacerbated ozone pollution levels and overall air quality in the region in 2023. The report noted that there were 15 unhealthy air days due specifically to ground-level ozone pollution. It also showed a major downward trend, with only two unhealthy days experienced in 2022 compared to 77 just two decades earlier.



“This year’s increase in unhealthy air days shows that, despite vast improvements to air quality in the region, there is still much more that can be done to increase our resilience to extreme weather and ensure a safe and healthy environment in our communities,” said MWAQC Chair and District of Columbia Councilmember Anita Bonds. “Through our collective efforts to reduce pollution and improve environmental sustainability, we can lessen the severity and frequency of unhealthy air events thus improving the quality of life in communities.”

COG, which coordinates air quality planning and monitors pollution for the region, hopes to receive approval from the Environmental Protection Agency (EPA) to declare several of the ozone exceedance days driven by wildfires as “exceptional events,” defined by the EPA as “serious events unlikely to recur at a particular location or natural events such as wildfires, that can have an exceptional/atypical impact on measured air pollution levels.” If the EPA grants approval, the region would likely comply with the current ozone standard. The region meets all other federal air quality standards.

Initiatives to reduce emissions of power plants, promote environmentally friendly travel options, and increase adoption of renewable energy have resulted in a sharp decline in the overall count of unhealthy air days each year, a trend that has remained relatively consistent for over a decade. In addition to providing air quality forecasts and health advisories for the region, COG also sponsors Clean Air Partners program, with the Baltimore Metropolitan Council, which educates the public on voluntary actions people can take to reduce pollution and avoid health risks resulting from bad air quality. As area leaders implement programs to increase [adoption of electric vehicles](#), transition to [renewable energy sources](#), and support green building practices, residents of the region are a crucial partner in reducing emissions.

“We all have a role to play in ensuring clean, healthy air in our region. Individual actions, such as limiting driving during unhealthy air events and transitioning to electric lawn equipment, work in tandem with local, state, and federal programs to reduce greenhouse gas emissions and support our climate goals,” said Jennifer Desimone, COG Air Programs Chief.

To learn more about actions you can take to improve air quality, visit cleanairpartners.net.

MORE:

[Air Quality Progress Dashboard](#)

[Ozone Season Summary](#)

CONTACT:

Lindsey Martin: lmartin@mwcog.org, (202) 962-3209

The Council of Governments is an independent, nonprofit association of 24 local governments where area leaders address regional issues affecting the District of Columbia, suburban Maryland, and Northern Virginia.

AGENDA ITEM #9

HOW SAFE ARE OUR ROADS? REPORT & REGIONAL ROADWAY SAFETY

HOW SAFE ARE OUR ROADS?

Annual data report on the impact of drunk driving on road safety in the metropolitan Washington region in 2022

December 2023



HOW SAFE ARE OUR ROADS? ANNUAL DATA REPORT ON THE IMPACT OF DRUNK DRIVING ON ROAD SAFETY IN THE METROPOLITAN WASHINGTON REGION IN 2022

Prepared for the Washington Regional Alcohol Program by the Metropolitan Washington Council of Governments.

December 2023

ABOUT WRAP

Founded in 1982, the nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is an award-winning public-private partnership working to prevent drunk driving and underage drinking in the Washington-metropolitan area. Through public education, innovative health education programs and advocacy, WRAP is credited with helping to keep the annual percentage of metro-Washington traffic deaths involving alcohol-impaired driving historically lower than the national average. WRAP, however, may best be known to area residents via the organization's popular free safe ride service to prevent drunk driving, SoberRide®.

ABOUT COG

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

CREDITS

Cover photo caption: "St. Patrick's Day represents that time of year when nearly half of all U.S. traffic fatalities involve alcohol-impaired drivers." Metropolitan Police Department (DC) Assistant Chief Pamela Smith at the March 16, 2023 launch of WRAP's St. Patrick's Day SoberRide campaign.

ACCOMMODATIONS POLICY

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

TITLE VI NONDISCRIMINATION POLICY

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

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

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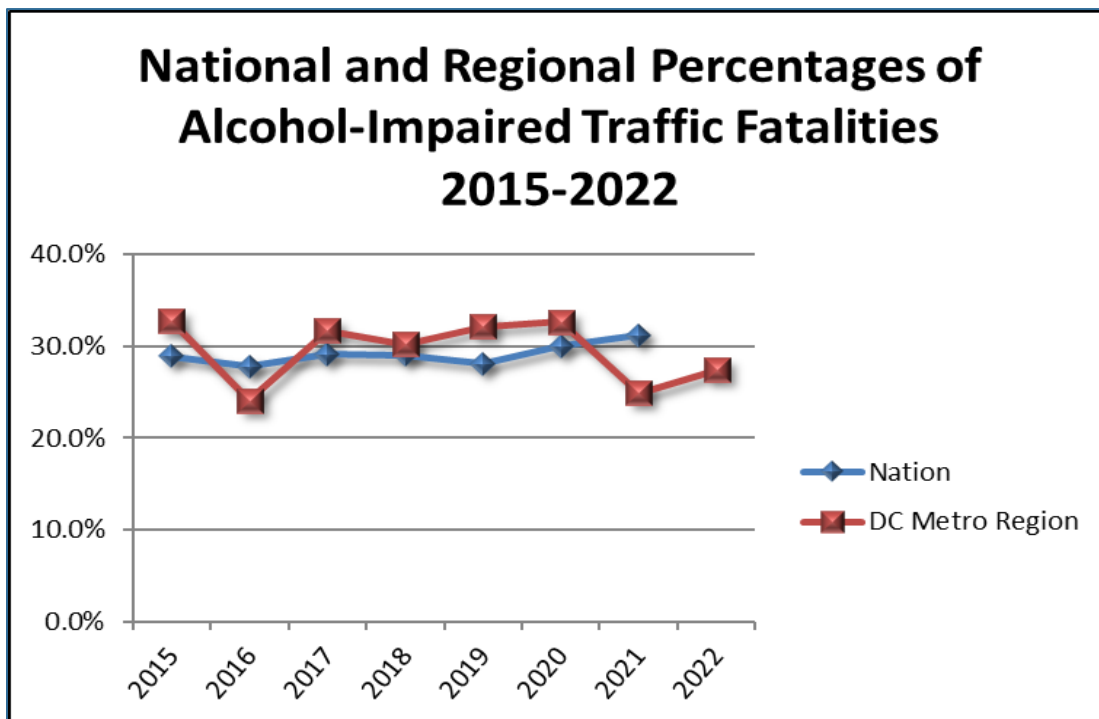
A LOOK AT REGIONAL AND NATIONAL FIGURES

The metropolitan Washington region experienced an increase in alcohol and/or drug-impaired crashes, injuries, and fatalities, and a decrease in alcohol and/or drug-impaired arrests in 2022.

Regional alcohol and/or drug-impaired traffic fatalities have increased 12.94 percent of total crash fatalities in the region in 2022 from 2021, compared to a decrease of 10.53 percent in 2021 from 2020.¹

Jurisdictions differ in collection and categorization methods for alcohol-impaired driving, therefore, some of the data in this report may include both alcohol and alcohol/drug-impaired driving numbers. These regional totals include U.S. Park Police data.

Figure 1. National & Regional Percentages of Alcohol-Impaired Traffic Fatalities, 2015-2022



¹ As of the date of publication, national alcohol-impaired fatality rates for 2022 are still not available. This report will be updated when that data is available. Figure 1 will be updated to include the 2022 national alcohol-impaired fatality rates when available.

Figure 2. Regional Totals of Alcohol-Related Traffic Injuries, Crashes, & Arrests, 2015-2022

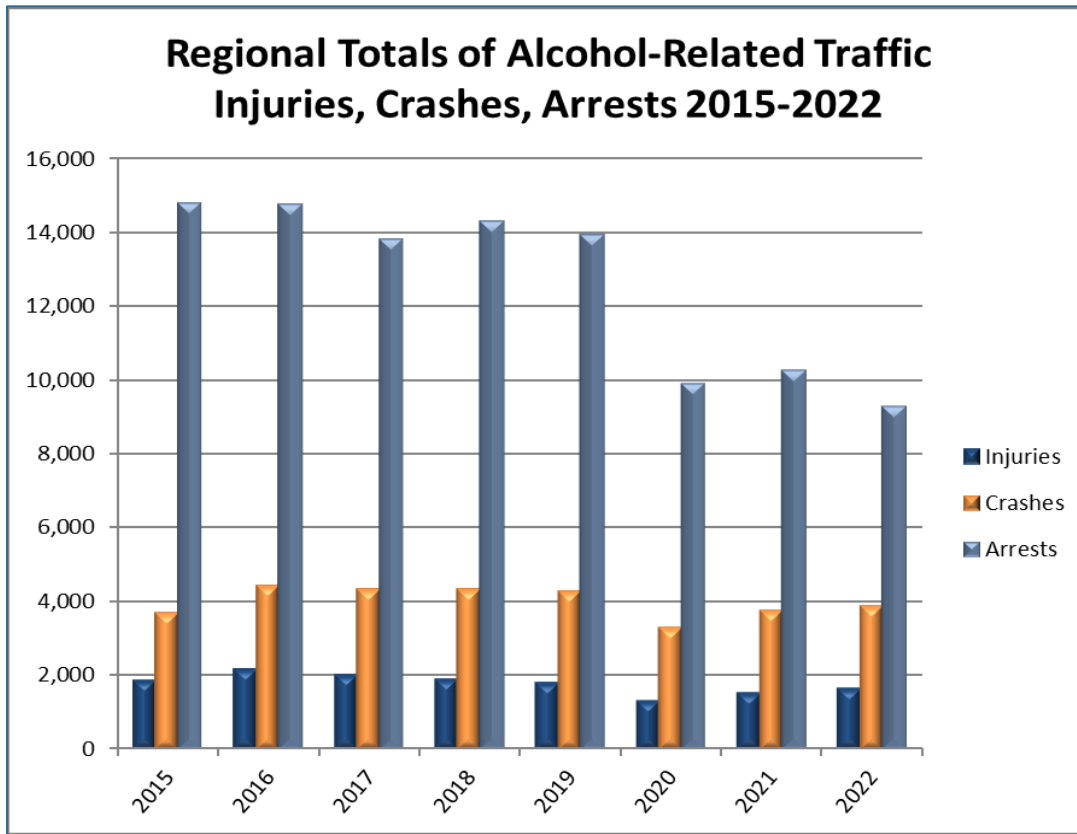
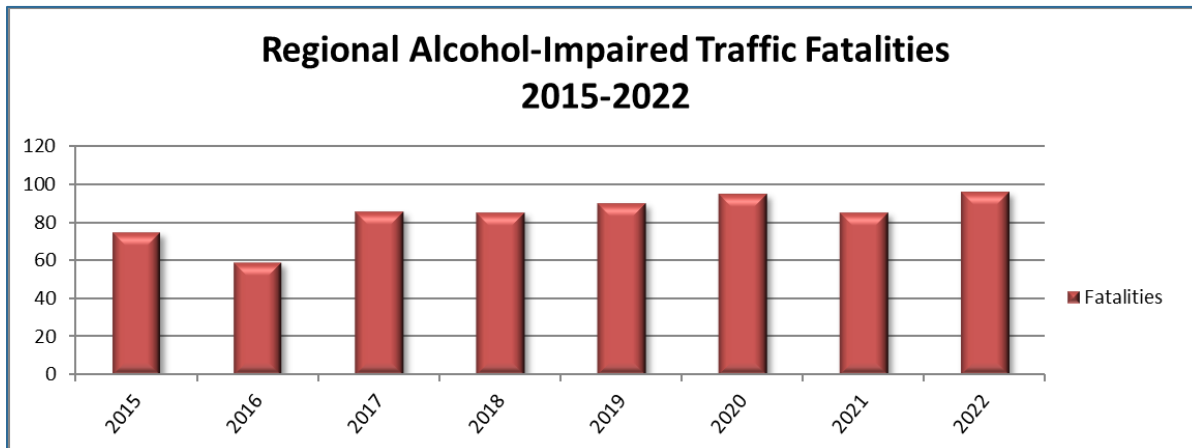


Figure 3. Regional Alcohol-Impaired Traffic Fatalities, 2015-2022



HOW SAFE ARE OUR ROADS? 2023 REPORT OVERVIEW

Findings in the 2023 report (2022 data) include:

FATALITIES: Regional (DC Metro region and National Parks) alcohol and/or drug-impaired traffic fatalities **increased** by 12.94 percent between 2021 and 2022 (from 85 to 96 such fatalities).

- The total average number of regional alcohol and/or drug-impaired traffic fatalities over the last five years (2018-2022) is 90.
- Three of the last five years have had equal to less alcohol and/or drug-impaired traffic fatalities than the average.
- Of the metropolitan Washington region's 350 total traffic fatalities for 2022, 96 (or 27.43%) were due to drivers who were alcohol and/or drug-impaired (Blood Alcohol Concentration [BAC] = .08+).²

INJURIES: DC Metro regional alcohol and/or drug-related traffic injuries **increased** 9.54 percent between 2021 and 2022 (from 1,489 to 1,631 such injuries).³

- The average number of DC Metro regional alcohol and/or drug-impaired related traffic injuries over the last five years (2018-2022) is 1,594.
- Two of the last five years have had less alcohol and/or drug-impaired traffic injuries than the average.

CRASHES: DC Metro regional traffic crashes attributed to alcohol and/or drugs **increased** 13.70 percent between 2021 and 2022 (from 3,694 to 3,853 such crashes).⁴

- The average number of DC Metro regional alcohol and/or drug-impaired related traffic crashes over the last five years (2018-2022) is 3,862.
- Three of the last five years have had less alcohol and/or drug-impaired traffic crashes than the average.

ARRESTS: Regional (DC Metro region and National Parks) arrests for either driving under the influence (DUI) or driving while impaired (DWI) **decreased** 9.3 percent between 2021 and 2022 (from 10,248 to 9,295 such arrests).

- The average number of regional alcohol and/or drug-impaired related arrests over the last five years (2018-2022) is 11,528.
- Three of the last five years have had less alcohol and/or drug-impaired traffic arrests than the average.

² As of the date of publication, national alcohol-impaired fatality rates for 2022 are still not available. This report will be updated to show national traffic fatalities due to drivers who were alcohol and/or drug impaired when that data is available.

³ Alcohol and/or drug-related injury data from U.S. Park Police was unavailable for 2022.

⁴ Alcohol and/or drug-related crash data from U.S. Park Police was unavailable for 2022.

Background

Data compiled in this report comes from national, state, and local sources including the U.S. Census Bureau, National Highway Traffic Safety Administration (NHTSA), U.S. Park Police, Metropolitan Police Department, District of Columbia Department of Transportation, Virginia Department of Motor Vehicles, Maryland National Study Center for Trauma and Emergency Medical Systems, and local police departments of each jurisdiction.

Jurisdictional data in this report does not always include State Police data. The State Police in Maryland and Virginia are charged with enforcing traffic laws on state highways and interstate expressways; inclusion of this data would likely increase the number of incidents in all categories. It is possible that some jurisdictional data may include State Police figures because local police often respond to highway incidents when State Police are unavailable. In some jurisdictions, the data reported was provided by the state, and most likely include state police data.

SUB-REGIONAL TRENDS

Figure 4. Alcohol-Related Change Per Year: Northern Virginia

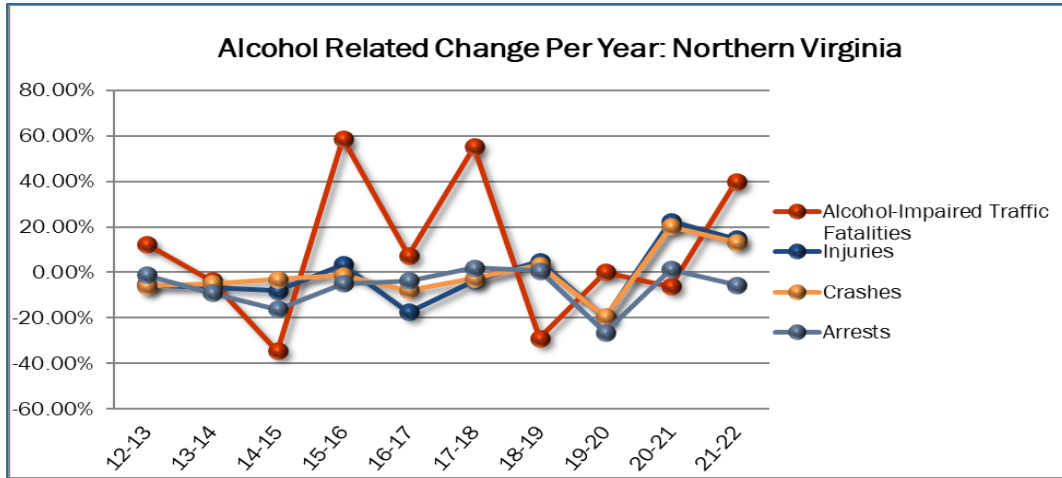


Figure 5. Alcohol-Related Change Per Year: Suburban Maryland

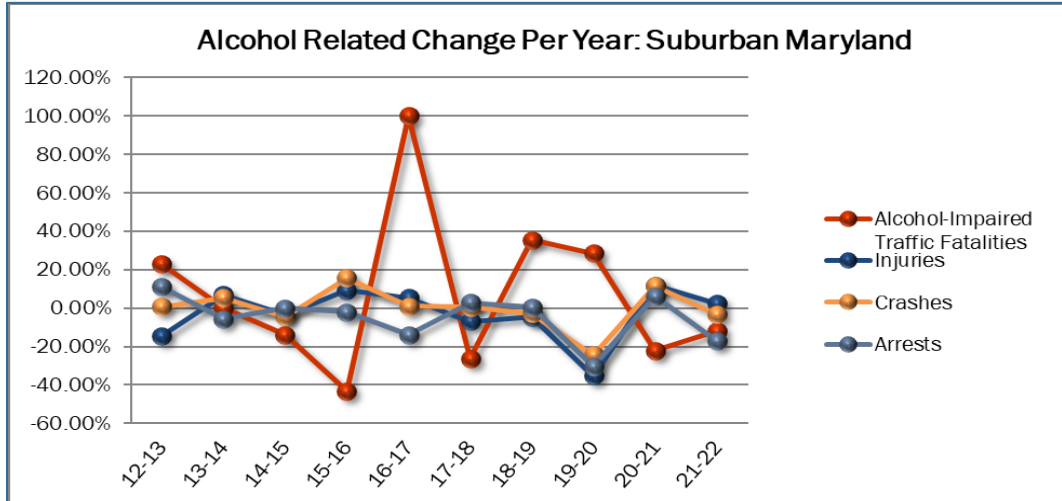
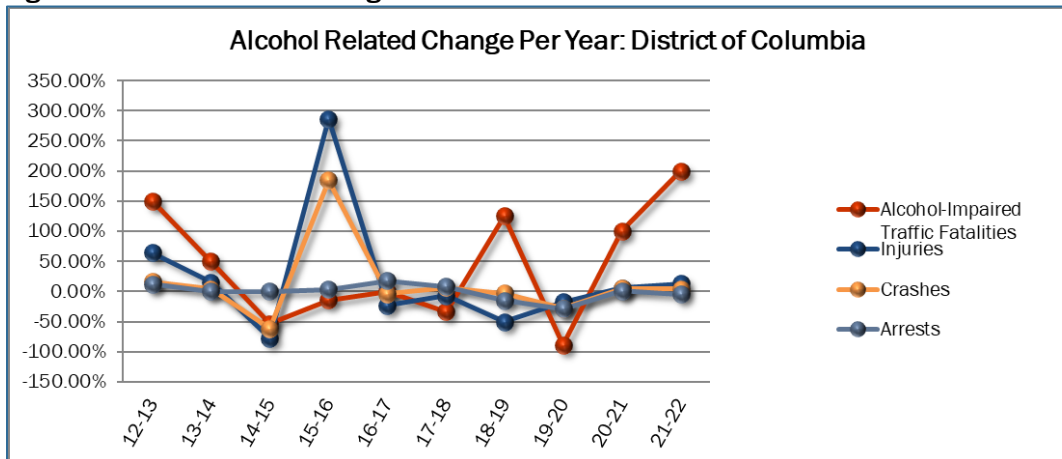


Figure 6. Alcohol-Related Change Per Year: District of Columbia



TOTAL TRAFFIC FATALITIES

Total Traffic Fatalities by Jurisdiction, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	26	28	33	36	27	37	40	35	-12.50%
MARYLAND									
Montgomery County	47	42	33	34	37	46	43	48	11.63%
Prince George's County	95	78	99	103	112	110	129	121	-6.20%
MD Regional Total	142	120	132	137	149	156	172	169	-1.74%
VIRGINIA									
Arlington County	5	1	5	2	6	4	4	4	0.00%
Fairfax County	30	36	35	47	45	37	50	66	32.00%
Loudoun County	11	12	22	11	13	12	8	16	100.00%
Prince William County	11	30	22	24	14	18	32	30	-6.25%
City of Alexandria	4	4	4	5	5	7	7	5	-28.57%
City of Fairfax	0	4	0	2	2	1	1	2	100.00%
City of Falls Church	0	0	0	0	0	0	0	0	0.00%
City of Manassas	0	0	2	4	1	1	1	2	100.00%
City of Manassas Park	0	0	0	0	0	0	1	0	-100.00%
Northern Virginia Total	61	87	90	95	86	80	104	125	20.19%
DC Metro Regional Total	229	235	255	268	262	273	316	329	4.11%
National Parks in Region	17	10	16	13	18	18	25	21	-16.00%
Regional Total Adjusted	246	245	271	281	280	291	341	350	2.64%
National	35,484	37,806	37,473	36,835	36,355	38,824	42,939	N/A ⁵	N/A

⁵ As of the date of publication, national traffic fatality rates for 2022 are still not available. This report will be updated to show national traffic fatalities when that data is available.

ALCOHOL-IMPAIRED TRAFFIC FATALITIES

Alcohol-Impaired Traffic Fatalities by Jurisdiction with BAC=.08+, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	7	6	6	4	9	1	2	6	200.00%
MARYLAND									
Montgomery County	10	4	8	7	10	16	8	11	37.50%
Prince George's County	27	17	34	24	32	38	34	26	-23.53%
MD Regional Total	37	21	42	31	42	54	42	37	-11.90%
VIRGINIA									
Arlington County	2	0	2	1	2	1	0	3	N/A*
Fairfax County	9	12	12	18	17	18	17	22	29.41%
Loudoun County	2	4	7	7	5	7	2	3	50.00%
Prince William County	2	9	6	14	6	3	10	11	10.00%
City of Alexandria	2	1	1	3	2	2	1	1	0.00%
City of Fairfax	0	1	0	0	0	0	0	1	N/A*
City of Falls Church	0	0	0	0	0	0	0	0	0.00%
City of Manassas	0	0	1	2	0	1	0	1	N/A*
City of Manassas Park	0	0	0	0	0	0	0	0	0.00%
Northern Virginia Total	17	27	29	45	32	32	30	42	40.00%
DC Metro Regional Total	61	54	77	80	83	87	74	85	14.86%
National Parks in Region	14	5	9	5	7	8	11	11	0.00%
Regional Total Adjusted	75	59	86	85	90	95	85	96	12.94%
National	10,320	10,497	10,908	10,710	10,196	11,718	13,384	N/A ⁶	N/A

*Percentage not available due to original value being zero.

⁶ As of the date of publication, national alcohol-impaired fatality rates for 2022 are still not available. This report will be updated to show national traffic fatalities due to drivers who were alcohol and/or drug impaired when that data is available.

TOTAL TRAFFIC INJURIES

Total Traffic Injuries by Jurisdiction, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	8,638	3,878	3,612	3,437	2,403	2,027	2,635	3,057	16.02%
MARYLAND									
Montgomery County	6,365	7,045	7,000	6,753	6,453	4,252	4,696	5,104	8.69%
Prince George's County	6,746	7,715	7,787	7,351	7,285	5,168	5,803	5,576	-3.91%
MD Regional Total	13,111	14,760	14,787	14,104	13,738	9,420	10,499	10,680	1.72%
VIRGINIA									
Arlington County	978	1,048	1,036	998	1,125	590	734	826	12.53%
Fairfax County	7,677	7,564	6,418	6,000	6,032	3,733	4,613	4,973	7.80%
Loudoun County	2,143	2,289	2,081	2,299	2,079	1,317	1,523	1,746	14.64%
Prince William County	2,747	2,785	2,652	2,811	2,899	1,889	2,771	2,900	4.66%
City of Alexandria	731	721	576	699	673	420	466	494	6.01%
City of Fairfax	338	294	242	147	164	92	103	153	48.54%
City of Falls Church	160	133	177	154	150	92	147	156	6.12%
City of Manassas	626	773	711	756	541	480	462	541	17.10%
City of Manassas Park	48	60	26	63	36	31	54	97	79.63%
Northern Virginia Total	15,448	15,667	13,919	13,927	13,699	8,644	10,873	11,886	9.32%
DC Metro Region Total	37,197	34,305	32,318	31,468	29,840	20,091	24,007	25,623	6.73%
National Parks in Region	603	532	492	496	496	195	437	465	6.41%
Regional Total Adjusted	37,800	34,837	32,810	31,964	30,336	20,286	24,444	26,088	6.73%

ALCOHOL-RELATED TRAFFIC INJURIES

Alcohol-Related Traffic Injuries by Jurisdiction with BAC=.01+, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	59	228	176	163	81	67	71	80	12.68%
MARYLAND									
Montgomery County	366	401	492	423	357	263	245	344	40.41%
Prince George's County	451	492	448	451	476	277	358	272	-24.02%
MD Regional Total	817	893	940	874	833	540	603	616	2.16%
VIRGINIA									
Arlington County	84	91	94	79	89	53	71	103	45.07%
Fairfax County	442	459	331	290	329	270	329	383	16.41%
Loudoun County	128	144	117	133	124	107	97	165	70.10%
Prince William County	182	182	163	181	187	147	226	187	-17.26%
City of Alexandria	52	53	53	48	44	35	34	35	2.94%
City of Fairfax	25	12	17	7	6	8	8	12	50.00%
City of Falls Church	10	11	11	7	10	8	10	8	-20.00%
City of Manassas	41	38	33	35	33	27	36	32	-11.11%
City of Manassas Park	2	9	5	13	9	11	4	10	150.00%
Northern Virginia Total	966	999	824	793	831	666	815	935	14.72%
DC Metro Region Total	1,842	2,120	1,940	1,830	1,745	1,273	1,489	1,631	9.54%
National Parks in Region	N/A	33	46	33	32	25	33	N/A	N/A
Regional Total Adjusted	N/A	2,153	1,986	1,863	1,777	1,298	1,522	N/A	N/A

TOTAL TRAFFIC CRASHES

Total Traffic Crashes by Jurisdiction, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	2,400	25,850	25,712	25,818	26,823	18,311	21,617	21,722	0.49%
MARYLAND									
Montgomery County	13,006	14,160	14,239	14,231	13,843	9,728	11,183	12,212	9.20%
Prince George's County	14,758	17,185	18,297	19,562	20,516	17,134	19,952	19,723	-1.15%
MD Regional Total	27,764	31,345	32,536	33,793	34,359	26,862	31,135	31,935	2.57%
VIRGINIA									
Arlington County	2,483	2,711	2,508	2,535	2,558	1,516	1,773	2,042	15.17%
Fairfax County	14,024	13,781	13,631	13,368	13,301	8,735	9,958	11,571	16.20%
Loudoun County	4,824	4,921	4,875	5,149	4,951	3,421	4,051	4,604	13.65%
Prince William County	5,660	5,564	5,540	5,757	5,880	4,416	5,668	6,025	6.30%
City of Alexandria	1,912	1,736	1,441	1,566	1,499	957	1,096	1,163	6.11%
City of Fairfax	561	565	596	417	528	325	440	437	-0.68%
City of Falls Church	169	144	121	130	121	80	87	85	-2.30%
City of Manassas	595	633	573	607	438	412	318	355	11.64%
City of Manassas Park	81	97	55	71	80	64	93	101	8.60%
Northern Virginia Total	30,309	30,152	29,340	29,600	29,356	19,926	23,484	26,383	12.34%
DC Metro Region Total	60,473	87,347	87,588	89,211	90,538	65,099	76,236	80,040	4.99%
National Parks in Region	4,621	4,049	3,486	1,600	1,462	1,018	2,639	3,436	30.20%
Regional Total Adjusted	65,094	91,396	91,074	90,811	92,000	66,117	78,875	83,476	5.83%

ALCOHOL-RELATED TRAFFIC CRASHES

Total Alcohol-Related Traffic Crashes by Jurisdiction with a BAC=.01+, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	260	740	710	756	735	529	557	579	3.95%
MARYLAND									
Montgomery County	815	905	954	881	827	651	710	787	10.85%
Prince George's County	933	1,116	1,085	1,166	1,163	850	963	830	-13.81%
MD Regional Total	1,748	2021	2,039	2,047	1,990	1,501	1,673	1,617	-3.35%
VIRGINIA									
Arlington County	218	199	203	162	192	121	172	192	11.63%
Fairfax County	708	701	621	580	589	496	545	650	19.27%
Loudoun County	222	259	227	251	244	181	220	283	28.64%
Prince William County	332	305	296	333	343	284	400	384	-4.00%
City of Alexandria	99	94	83	88	87	68	69	84	21.74%
City of Fairfax	29	19	26	10	15	16	21	18	-14.29%
City of Falls Church	8	12	10	4	8	8	7	7	0.00%
City of Manassas	40	30	33	35	27	31	21	27	28.57%
City of Manassas Park	4	19	9	6	10	14	9	12	33.33%
Northern Virginia Total	1,660	1,638	1,508	1,469	1,515	1,219	1,464	1,657	13.18%
DC Metro Region Total	3,668	4,399	4,257	4,272	4,240	3,249	3,694	3,853	13.70%
National Parks in Region	N/A	33	54	63	33	43	45	N/A	N/A
Regional Total Adjusted	N/A	4,432	4,311	4,335	4,273	3,292	3,739	N/A	N/A

TOTAL TRAFFIC ARRESTS

Total Traffic Arrests by Jurisdiction, 2015-2022 ⁷									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	N/A	4,283	5,193	6,496	7,007	3,826	3,576	3,192	-10.74%
MARYLAND									
Montgomery County	82,050	75,837	67,828	66,117	55,373	29,719	26,254	20,935	-20.26%
Prince George's County	112,695	86,853	84,187	80,483	81,528	50,560	47,320	42,306	-10.60%
MD Regional Total	194,745	162,690	152,015	146,600	136,901	80,279	73,574	63,241	-14.04%
VIRGINIA									
Arlington County	45,855	35,316	33,733	41,246	47,767	35,438	25,849	23,123	-10.55%
Fairfax County	203,425	219,471	201,874	207,082	204,964	81,971	90,211	102,759	13.91%
Loudoun County	41,129	37,977	45,181	46,525	48,569	27,143	27,959	28,110	0.54%
Prince William County	67,678	69,599	72,511	76,587	79,470	48,089	47,448	31,090	-34.48%
City of Alexandria	15,758	19,154	26,111	17,473	15,407	9,441	1,047	7,066	574.88%
City of Fairfax	7,217	8,635	8,451	7,358	7,124	2,084	2,090	2,721	30.19%
City of Falls Church	3,611	3,612	2,252	2,967	2,075	728	414	1,739	320.05%
City of Manassas	6,307	5,414	5,387	5,918	6,931	5,370	6,302	9,006	42.91%
City of Manassas Park	2,750	3,494	3,921	3,473	4,041	2,614	2,478	2,473	-0.20%
Northern Virginia Total	393,730	402,672	399,421	408,629	416,348	212,878	203,798	208,087	2.10%
DC Metro Region Total	N/A	569,645	556,629	561,725	560,256	296,983	280,948	274,520	-2.29%
National Parks in Region	N/A	649	690	716	276	122	209	414	98.09%
Regional Total Adjusted	N/A	570,294	557,319	562,441	560,532	297,105	281,157	274,934	-2.21%

⁷ Total Traffic Arrests table is new to this year's report.

ALCOHOL-RELATED TRAFFIC ARRESTS

Total Alcohol-Related Traffic Arrests by Jurisdiction, 2015-2022									
Year	2015	2016	2017	2018	2019	2020	2021	2022	Percent Change 2021-2022
DISTRICT OF COLUMBIA									
Washington	1,508	1,561	1,834	1,978	1,680	1,202	1,213	1,155	-4.78%
MARYLAND									
Montgomery County	3,973	4,101	3,406	3,442	3,253	1,960	1,978	2,126	7.48%
Prince George's County	2,894	2,629	2,379	2,506	2,715	2,193	2,425	1,515	-37.53%
MD Regional Total	6,867	6,730	5,785	5,948	5,968	4,153	4,403	3,641	-17.31%
VIRGINIA									
Arlington County	742	692	494	445	438	382	470	525	11.70%
Fairfax County	2,387	2,457	2,536	2,424	2,400	1,669	1,653	1,728	4.54%
Loudoun County	667	671	561	709	731	435	424	531	25.24%
Prince William County	1,941	1,651	1,613	1,890	1,904	1,535	1,486	990	-33.38%
City of Alexandria	349	324	397	292	263	178	230	252	9.57%
City of Fairfax	78	62	59	51	77	33	44	32	-27.27%
City of Falls Church	78	55	43	36	57	62	30	23	-23.33%
City of Manassas	138	124	125	91	117	101	121	141	16.53%
City of Manassas Park	46	71	56	58	51	52	45	35	-22.22%
Northern Virginia Total	6,426	6,107	5,884	5,996	6,038	4,447	4,503	4,257	-5.46%
DC Metro Region Total	14,801	14,398	13,503	13,922	13,686	9,802	10,119	9,053	-10.53%
National Parks in Region	N/A	359	305	371	234	80	129	242	87.60%
Regional Total Adjusted	N/A	14,757	13,808	14,293	13,920	9,882	10,248	9,295	-9.30%

YOUTH DATA

Alcohol-Related Crashes, Injuries, and Arrests for Persons Under 21 Years of Age by Jurisdiction, 2022												
	Fatalities	Alcohol-Related Fatalities	% of Alcohol-Related Fatalities	Crashes	Alcohol-Related Crashes	% of Alcohol-Related Crashes	Injuries	Alcohol-Related Injuries	% of Alcohol-Related Injuries	Arrests	Alcohol-Related Arrests	% of Alcohol-Related Arrests
DISTRICT OF COLUMBIA												
Washington	2	0	0.00%	2,138	12	0.56%	379	3	0.79%	240	23	9.58%
MARYLAND												
Montgomery County	4	0	0.00%	2,704	107	3.96%	873	61	6.99%	1,958	59	3.01%
Prince George's County	13	3	23.08%	4,009	95	2.37%	950	29	3.05%	3,150	26	0.83%
MD Regional Total	17	3	17.65%	6,713	202	3.01%	1,823	90	4.94%	5,108	85	1.66%
VIRGINIA												
Arlington County	1	1	100.00%	265	11	4.15%	87	8	9.20%	976	9	0.92%
Fairfax County	11	3	27.27%	2,117	69	3.26%	579	30	5.18%	7,260	91	1.25%
Loudoun County	3	0	0.00%	1,081	40	3.70%	340	25	7.35%	3,012	30	1.00%
Prince William County	0	0	0.00%	1,308	43	3.29%	444	24	5.41%	3,666	48	1.31%
City of Alexandria	1	0	0.00%	156	5	3.21%	48	2	4.17%	546	9	1.65%
City of Fairfax	0	0	0.00%	97	2	2.06%	20	1	5.00%	270	2	0.74%
City of Falls Church	0	0	0.00%	24	0	0.00%	30	0	0.00%	133	1	0.75%
City of Manassas	0	0	0.00%	88	6	6.82%	91	5	5.49%	1,161	11	0.95%
City of Manassas Park	0	0	0.00%	22	3	13.64%	16	0	0.00%	314	5	1.59%
Northern Virginia Total	16	4	25.00%	5,158	179	3.47%	1,655	95	5.74%	17,338	206	1.19%
DC Metro Regional Total	35	7	20.00%	14,009	393	2.81%	3,857	188	4.87%	22,686	314	1.38%
National Parks in Region	1	0	0.00%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Regional Total Adjusted	36	7	19.44%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

METHODOLOGY

Agencies Providing Local Jurisdictional Data

DISTRICT OF COLUMBIA

- Metropolitan Police Department
- District Department of Transportation

MARYLAND

- National Study Center for Trauma and Emergency Medical Systems (NSC) at the University of Maryland
- Montgomery County Police Department
- Prince George's County Police Department

VIRGINIA

- Virginia Department of Motor Vehicles
- Arlington County Police Department
- Fairfax County Police Department
- Loudoun County Sheriff's Office
- Prince William County Police Department
- City of Alexandria Police Department
- City of Fairfax Police Department
- City of Falls Church Police Department
- City of Manassas Police Department
- City of Manassas Park Police Department

FEDERAL

- U.S. Park Police

Definitions of Data-Related Terms

NHTSA Alcohol-Impaired Driving Traffic Fatalities: Any fatality that occurs in motor vehicle traffic crash that involves at least one driver or a motorcycle rider (operator) with a BAC of .08 grams per deciliter or higher; This threshold does not consider the impairment status of non-occupants involved in fatal crashes, such as pedestrians or pedal cyclist.

WRAP Alcohol-Impaired Driving Traffic Fatalities: Any person who dies as result of a traffic crash involving alcohol with a BAC level .08 or higher.

WRAP Alcohol-Related Traffic Fatalities for Persons Under 21: Any person under the age of 21 who has died as result of an alcohol-related traffic crash involving a driver with a BAC level .01 or higher. This includes drivers, passengers, bicyclists, and pedestrians.

Alcohol-Related Traffic Injuries: Where any driver, passenger, bicyclist or pedestrian is listed on the police report to be injured in an alcohol-related crash where the BAC = .01 or higher.

Alcohol-Related Traffic Injuries for Persons Under 21: Any person under the age of 21 who receives injuries because of an alcohol-related crash where the BAC = .01 or higher; this includes drivers, passengers, bicyclists, and pedestrians.

Alcohol-Related Traffic Crashes: The driver, passenger, bicyclist, or pedestrian is listed on the police report as drinking before the crash with a BAC = .01 or higher. At least one driver in the crash was reported to be under the influence of alcohol and/or other drugs.

Alcohol-Related Traffic Crashes for Persons Under 21: Any person under the age of 21 who was involved in a traffic crash involving a driver with a BAC = .01 or higher. This data includes drivers, passengers, bicyclists, and pedestrians.

Drunk Driving Arrests/Citation: A general reference to those criminal cases prior to and/or after adjudication and sentencing that are called DUI, DWI, OUI, OWI or other acronyms that generally describe three types of cases:

- The driver is sufficiently impaired by alcohol, drugs or a combination of the two, and cannot drive safely, and has a BAC level of .01 or higher.
- The driver is a “Drunk Driver”, as defined by the driver being above that state’s legal limit of BAC .08.
- A driver under the age of 21 is under the influence of alcohol at a BAC level of .02 or higher.

DWI/DUI Arrests: A driver is listed on the police report as arrested for operating a motor vehicle under the influence of alcohol with a BAC level of .01 or higher.

DWI/DUI Arrests for persons under 21: Any person/driver under the age of 21 listed on the police report as arrested for operating a motor vehicle under the influence of alcohol with a BAC level of .01 or higher.

Data Analysis

The findings in this report are based on data collected from organizations and agencies from across the metropolitan Washington region. Data tables provide totals within the metropolitan Washington region as well as individual jurisdictions. Analysis focuses on changes in motor vehicle fatalities, injuries, crashes, and arrests. Results are reported as numbers and percentage of alcohol-related incidents to total numbers across time.

Data Limitations

It is important to note limitations that affected collection and analysis of this data, as they may limit comparability across jurisdictions and influence the level of reasonable analysis. Whenever possible, limitations are noted within the tables and figures.

It should be noted that the researchers constructing this report utilized data from the NSC at the University of Maryland, for data pertaining to crashes, injuries, and arrests. Regarding the alcohol-related crash and injury data, the variable identifies a driver or pedestrian under the influence of alcohol, drugs, both, or none. Within the NSC data reported, researchers analyzed drivers reported as under the influence of *alcohol or both*, to capture alcohol-related crashes and injuries. That variable is created using several others on the report (such as driver condition, BAC, etc.) so it does not specify only those with BAC 0.01+, and comparisons to previous year's data should be made with caution. In addition, because this report tracks just two jurisdictions in Maryland, regional totals could also be affected.

Additionally, there is no standardization for data definitions, collection, or recording within the metropolitan Washington region. Each agency has its own system of data collection, coding, and management. In addition, the range and type of data collected may not be consistent across jurisdictions. The data reported and analyzed in this report reflect data as reported by contact agencies. Independent verification of data to ensure accuracy is not within the scope of this report.

Information on data collection and management systems and changes within jurisdictions was not solicited. In addition, changes in laws or judicial priorities may result in increased attention to specific data (e.g., blood alcohol level in driver fatalities related to stricter server laws). In some cases, this may result in missing data or data that appears inconsistent when examined against the same values for previous years. It is beyond the scope of this report to identify data methodology or priority changes for each jurisdiction.

Data on alcohol-related driver involvement in motor vehicle fatalities, injuries, crashes, and arrests was requested for alcohol-related (BAC= .01+) only, however, due to differences between jurisdictions in reporting on impaired data, some cases may involve drug use.

The number of incidents, total and related to alcohol impairment, is very small for some jurisdictions. Due to the small numbers, jurisdictional analysis might easily misrepresent the problem. For example, an increase of one alcohol-related fatality would have little impact in a jurisdiction that saw 50 alcohol-related fatalities the previous year but would appear to represent a significant change in a small jurisdiction with only one or two alcohol-related fatalities the previous year.

Data are reported and analyzed by absolute numbers only. At this time, information that would allow identification of comparable rates is unavailable. It is assumed that people involved in motor vehicle

crashes and arrests may live within or outside the metropolitan Washington region. Collection of data on driver or passenger residence versus jurisdiction of crash is beyond the scope of this report. Calculating rates based on the metropolitan Washington region's population or number of licensed drivers would not accurately represent the problem since drivers may be from outside the jurisdiction.

Data on people under the age of 21 years is collected in an inconsistent manner among jurisdictions. Caution must be used in evaluation of this data due to varied definitions and missing data.

Each chart displays two regional total numbers. The first, "DC Regional Total" is the total of the District of Columbia, the Maryland region, and the Northern Virginia region. The second regional number, "Regional Total Adjusted," includes data from the U.S. Park Police, which may not be available some years.

Credits

The How Safe Are Our Roads? Report was prepared for the Washington Regional Alcohol Program (WRAP) by the Metropolitan Washington Council of Governments (COG). COG works with WRAP and other partners to compile the data and develop the report.



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AGENDA ITEM #10

OTHER BUSINESS

AGENDA ITEM #11

ADJOURN