



BOARD OF DIRECTORS

Wednesday, February 8, 2023

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

Walter A. Scheiber Board Room

Virtual participation available for members upon request

Public livestream on website

AGENDA

- 12:00 P.M.** **1. CALL TO ORDER**
Kate Stewart, COG Board Chair
- 12:05 P.M.** **2. CHAIR'S REPORT**
Kate Stewart, COG Board Chair
- 12:10 P.M.** **3. EXECUTIVE DIRECTOR'S REPORT**
Clark Mercer, COG Executive Director
- 12:15 P.M.** **4. AMENDMENTS TO THE AGENDA**
Kate Stewart, COG Board Chair
- 5. APPROVAL OF THE MINUTES FROM JANUARY 12, 2023**
Kate Stewart, COG Board Chair
Recommended Action: Approve minutes.
- 6. ADOPTION OF CONSENT AGENDA ITEMS**
Kate Stewart, COG Board Chair
- A. Resolution R12-2023 - Resolution authorizing COG to receive a grant, procure and enter into a contract to conduct Phase 38 of the Continuous Airport System Planning (CASP) Program
Recommended Action: Adopt Resolution R12-2023.
- 12:20 P.M.** **7. FISCAL YEAR 2023 SECOND QUARTER FINANCIAL REPORT**
Michael O'Connor, COG Secretary-Treasurer
Julie Mussog, COG Chief Financial Officer
The board will be briefed on the Fiscal Year 2023 Second Quarter Financial Report.
Recommended Action: Receive briefing.

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

- 12:25 P.M.** **8. REGION UNITED: ACCELERATING ACTION ON TRANSIT-ORIENTED COMMUNITIES**
Tim Canan, COG Transportation Planning Data and Research Program Director
- The board will be briefed on regional High-Capacity Transit Station Areas (HCTs) and opportunities to promote transit-oriented communities in these locations.
- Recommended Action: Receive briefing.**
- 12:55 P.M.** **9. REGION UNITED: ACCELERATING ACTION ON HOUSING**
Paul DesJardin, COG Community Planning and Services Director
- The board will be briefed on the region’s housing needs, projected growth, and recent production results from COG’s Multi-family Rental Housing Construction Indicators Report and discuss meeting the regional Housing Targets.
- Recommended Action: Receive briefing.**
- 1:20 P.M.** **10. REGIONAL ROADWAY SAFETY AND HOW SAFE ARE OUR ROADS? REPORT**
Kurt Erickson, Washington Regional Alcohol Program (WRAP)
Andrew Meese, COG Transportation Systems Performance Planning Program Director
- The board will be briefed on the Transportation Planning Board’s roadway safety activities and resources, followed by a briefing on WRAP’s annual analysis of the impact of alcohol and drug-related fatal and serious injury crashes in the region.
- Recommended Action: Receive briefings.**
- 1:45 P.M.** **11. MID-ATLANTIC HYDROGEN HUB**
Matt Erskine, Connected DMV Chief Strategy & Economic Officer
Stu Solomon, Connected DMV President & CEO
- The board will be briefed on the Mid-Atlantic Hydrogen Hub and the bid to secure federal funding as one of the U.S. Department of Energy regional clean hydrogen hubs.
- Recommended Action: Receive briefing and adopt Resolution R13-2023.**
- 1:55 P.M** **12. OTHER BUSINESS**
- 2:00 P.M.** **13. ADJOURN**
The next COG Board Meeting will take place virtually on Wednesday, March 8th from 12:00 – 2:00 P.M.

AGENDA ITEM #2

CHAIRMAN'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 – February 2023
DATE: February 1, 2023

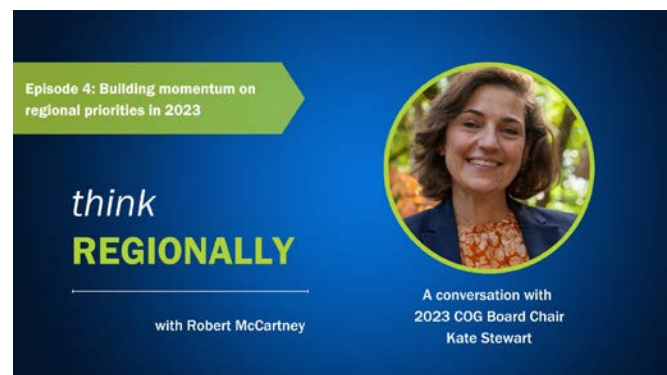
POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – In January, the TPB approved the nomination of 24 members of the TPB Community Advisory Committee for 2023-2024, including the appointment of Richard Wallace (Charles County) as CAC Chair. Board members received an overview of the *FY 2024 Unified Planning Work Program* and a briefing on the proposed *Visualize 2050* long-range transportation plan and *Transportation Improvement Program* technical inputs solicitation (the process and schedule for including projects, programs, and policies in the air quality conformity analysis).

Chesapeake Bay and Water Resources Policy Committee (CBPC) - At their January meeting, the CBPC members discussed general assembly bills of interest and formed their legislative tracking team. U.S. Senator Cardin's staff also briefed CBPC members on the status of Chesapeake Bay Program funding and Bay programmatic updates.

Climate, Energy, and Environment Policy Committee (CEEPC) - Electric vehicle (EV) deployment in the region took center stage at Public Policy Day at the D.C. Auto Show in an event hosted by CEEPC. The event, "Accelerating Action on Electric Vehicles," brought together over 75 regional leaders and advocates across sectors to further the COG Board's priority on electric vehicle deployment and advance the accessibility, equity, and efficiency of metropolitan Washington's EV network.

Human Services Policy Committee (HSPC) – The January HSPC meeting focused on youth mental and behavioral health, including a briefing on mental health during the pandemic among Fairfax County students and a presentation on child, adolescent, and family mental health services in the District of Columbia.



PODCAST: BUILDING MOMENTUM ON REGIONAL PRIORITIES IN 2023

In the latest episode of COG's podcast, *Think Regionally*, host Bob McCartney and COG Board Chair and Montgomery County Councilmember Kate Stewart discuss advancing climate, housing, transit, and equity priorities in the *Region United* framework & other new initiatives.

[Listen to the episode/read the transcript.](#)

Region Forward Coalition –The January meeting of the coalition focused on advancing the vision plan’s goals related to prosperity, including briefings on the state of the region’s economy and sectoral bargaining, which relates to negotiating labor agreements of an entire industry or sector.

OUTREACH & PROGRAM HIGHLIGHTS

Region United planning framework – Clark Mercer and outgoing COG Executive Director Chuck Bean joined staff at Brookings Metro for a presentation on the “History and Future of Greater Washington” and shared information on *Region United* and other COG Board priorities.

COG Housing Targets – COG’s regional targets and ongoing work on housing were the focus of several presentations last month, including briefings by COG Housing Program Manager Hilary Chapman for the Prince George’s County Council on January 4 and 10, Chuck Bean for the National Association of Regional Councils’ 2023 National Conference of Regions on January 24, and COG Community Planning and Services Director Paul DesJardin for the Montgomery County Council on January 30.

Fair Housing Plan Public Comment - The Regional Fair Housing Plan is now open for public comment. This marks the first time in 25 years that local jurisdictions have worked together to create a joint plan for metropolitan Washington. The plan includes an analysis of impediments to fair housing choice across the region and provides strategies to increase access to safe and affordable housing, increase investment and resources in priority areas, and create more inclusive communities. The 60-day comment period is open from January 31 to March 31, 2023.

[Learn more and submit a public comment](#)

TPB Technical Assistance - The Transportation-Land Use Connections (TLC) and Regional Roadway Safety programs are now accepting grant applications. The programs offer short-term consultant services with selected projects receiving between \$30,000 and \$80,000 in assistance for planning or design. Local jurisdictions are encouraged to apply by March 3.

[Learn more and apply](#)

Transportation Research Board - The 102nd Annual Meeting of the Transportation Research Board (TRB) took place January 8-12 in Washington, DC. A dozen COG transportation staff members participated in this year’s sessions and committee meetings.



ACCELERATING ACTION ON ELECTRIC VEHICLES

At Public Policy Day at the D.C. Auto Show, COG’s Climate, Energy, and Environment Policy Committee hosted an event bringing together leaders across public, private, and nonprofit sectors to discuss how to deploy electric vehicles and create an efficient, equitable, and robust EV network in the region.

[Read the highlight.](#)

MEDIA HIGHLIGHTS

Greenhouse Gas Inventory – Stories reference COG’s Greenhouse Gas (GHG) Emissions Inventory Summaries showing regional and local progress towards greenhouse gas reduction goals.

[Falls Church News Press](#) – reports on City of Falls Church progress towards regional GHG emissions goal.

[WUSA9](#) – covers Montgomery County progress towards regional GHG emissions goal.

State of the Commute survey – Article on carpooling/slugging references COG Commuter Connections survey.

[The Washington Post](#) – quotes Commuter Connections Director Nicholas Ramfos.

Human Services – Story brings awareness to housing needs in the region by featuring the annual Point-in-Time Count of people experiencing homelessness.

[DCist](#) – covers the annual Point-in-Time Count; cites 2022 data from COG.



COG STAFF JOIN WASHINGTON POST FOR ELECTRIC VEHICLE Q&A

COG’s Climate, Energy, and Air Programs Director Jeff King was featured in the Washington Post’s latest transportation Q&A. King shared information on how the region is planning to meet infrastructure demands as EV adoption continues to grow, and the role local governments play in supporting a robust, equitable EV network.

[Read the story.](#)

Q&A with Jeff King: Is it getting easier to own an electric vehicle in 2023?

By Luz Lazo | January 26, 2023

Even if the numbers don't quite show it, regional planner Jeff King knows the shift to electric vehicles is taking off, and quite rapidly.

EVs account for about 2 percent of the more-than 13 million registered vehicles in the District, Maryland and Virginia, but their number of registrations has risen about 65-fold in the past decade. In the Washington area, EVs and hybrids account for nearly 5 percent of light-duty vehicles.

"They're here and we know there are going to be more," said King, head of climate, energy and air programs at the Metropolitan Washington Council of Governments, the region's planning body.

The trend toward cleaner vehicles, King said, is critical to achieving better air quality and the region's goal of a 50 percent reduction in greenhouse gas emissions by 2030. The Washington Post spoke with King about charging infrastructure and whether it's getting easier to own an EV.

This interview was edited for length and clarity.

Q: The transportation sector is one of the largest contributors of greenhouse gas emissions, accounting for 27 percent overall. Are Americans ready to move to a cleaner option?

A: A couple of years ago, it made sense that consumers didn't want to get into the EV business because the cars could only go 80 miles. And it took like a day to recharge them. Things are different now. Some of these cars can go 300 or 400 miles. There are high-capacity charging systems that can basically charge your car in like 10 minutes. So it's getting to the point of being just like filling up the gas tank.

The spigot has been opened. [Car manufacturers] are going to start selling more electric cars. The whole market's moving that way.

And if you think about the vehicles that were on the road in the '70s and '80s and how much fuel they consumed and how they smelled and how much smog they created, the vehicle of today, even without electric, is just so remarkably cleaner than it was.

Q: How soon would that transition take?

A: Cars last a long time. So, waiting for the fleet to turn over is going to take some time. But in the meantime, a lot of activity is going into making sure the markets are moving where we need them in terms of putting in the infrastructure to enable the charging.

Q: Does that mean it is getting easier to own an electric vehicle?

A: We hear two of the major concerns of prospective and current owners are “range anxiety” and perceived lack of charging infrastructure to facilitate long-distance travel. So as charging infrastructure becomes more widely available and visible to the public, I believe this will help alleviate these concerns, as well as provide more options for owners to find access to charging where they need it.

Each year, we’re also seeing that the auto manufacturers are adding more vehicles to their product line. This should expand options for consumers who are interested in purchasing electric vehicles. We anticipate that this trend will continue for the years to come. The supply-chain issues are easing somewhat, so manufacturers should be getting more vehicles out to their dealer lots for sale. Once that gets moving again, there will be more options for consumers to choose from.

Q: The District, Maryland and Virginia are adding hundreds of fast-charging ports along major corridors, including interstates 95, 66, 270 and 295, using \$186 million allocated to the region in federal infrastructure money. How is this going to help current and prospective owners?

A: With this major influx of infrastructure funding that we’re seeing, we anticipate a significant increase in the deployment of electric vehicle chargers across the region. And no doubt that that could be helpful. It’s helpful for consumers to feel more confident that if they buy an electric vehicle, they’ll have a place to charge it.

COG is actively looking at this now. We are developing a GIS tool and working with our local and regional partners to help us understand and plan for good locations to site new charging infrastructure. We’re using information we have on the ownership and anticipated travel patterns to deploy some of this new infrastructure.

Q: Charging stations along highways should help interstate travelers. But aren’t most people going to want to charge where they live and work?

A: People who live in the suburbs have off-street parking garages and the ability to charge and can probably satisfy most of the charging needs at home. But what can we do to better support multiunit families? The story has yet to be written on how that one gets solved. My hunch is we will probably have neighborhood-based fast-charging systems — so you pull into a charging station and you’re in and out in 10 or 15 minutes with a full charge.

From a policy standpoint, there have been attempts at [getting developers of] new multifamily residential construction to make the parking area EV-infrastructure ready. They don’t necessarily

have to put in the charger, but to lay the conduit so that when the time comes, it's cheaper to run the wires.

Q: Are there local initiatives pushing for more EV ownership?

A: Montgomery County is looking at the concept of electric vehicle purchasing cooperatives. The county put out a pilot program where they went to residents and businesses and tried to get them to commit to their next car being electric. They set a goal of 1,000 individuals signing up with the pledge and they've got more than 1,000 people signed up.

The Mid-Atlantic Electrification Partnership [program] got [a federal grant to put in charging infrastructure for communities](#). They also have money to do training and education. Dominion Virginia Power has been doing great partnerships with Fairfax County Public Schools, basically subsidizing the purchase of vehicles and putting in charging infrastructure. On the Pepco side in Maryland, they got approval from the Public Service Commission to do a public sector charging. So in Prince George's and Montgomery, Pepco is putting out a number of charging stations at no cost to the counties and available to the residents. They charge a fee for using the stations.

Q: What is the role of local government in all of this?

A: To facilitate getting chargers deployed more quickly. Local governments control land use. There may be needs to tweak zoning regulations.

For instance, one of the things we've heard from the private industry is some of the local codes characterize EV charging stations as gasoline stations and are, therefore, very strict in what they allow and where you can place things. But clearly, a charging station is not a gasoline station. There's no underground storage tank. There's no liquid fuel or pollution problem. It's a different beast. So the local governments need to dust off the books and figure out where we have some problems that are preventing the private sector from doing what they need to do to get this done quickly.

Q: Are the region's goals realistic and how many EVs and hybrids will it take to reach them?

A: For 2020, we had anticipated a certain number of vehicles and chargers across the region. And in both cases, we exceeded those goals. As a side note, we also had a climate goal of a 20 percent reduction in emissions by 2020, and we recently announced that we exceeded that goal. We've actually had a 24 percent reduction in emissions between 2005 and 2020.

Looking forward to 2030, we need upward of a third of the fleet in the region — about 1.4 million vehicles — to be battery electric or plug-in hybrid vehicles to meet that portion of the greenhouse gas emission reduction goal. Likewise, in order to serve that fleet, we anticipate we will need over 70,000 workplace plugs and 42,000 public plugs, as well as a little over 7,600 DC [direct current] fast-charger plugs to support that 1.4 million vehicles on the road.

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
January 11, 2023**

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Emmett Jordan, COG Audit Committee Chair
Amanda Harris, COG Homeless Services Committee Co-Chair
Hilary Chapman, COG Housing Manager

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chair Christian Dorsey called the meeting to order at 12:05 P.M. and led the Pledge of Allegiance.

5. RECOGNITION OF EXECUTIVE DIRECTOR CHUCK BEAN (MOVED UP ON THE AGENDA)

2022 COG Board Chair Christian Dorsey and 2023 COG Board Chair Kate Stewart recognized outgoing Executive Director Chuck Bean for his service to COG and the region.

ACTION: Receive briefing and adopt Resolution R3-2023.

2. ELECTION OF 2023 COG BOARD OFFICERS

2022 COG Board Chair Christian Dorsey shared the proposed slate of 2023 Board Officers: Chair Kate Stewart, Vice Chair Charles Allen, and Vice Chair Rodney Lusk. The board approved the slate of 2023 Board Officers.

ACTION: Approved Resolution R1-2023.

3. ELECTION OF 2023 POLICY & ADMINISTRATIVE COMMITTEE LEADERSHIP

COG Board Chair Kate Stewart shared the proposed policy and administrative committee leadership for the: Metropolitan Washington Air Quality Committee; Chesapeake Bay and Water Resources Policy Committee; Climate, Energy, and Environment Policy Committee; Human Services Policy Committee; Region Forward Coalition; Farm and Agriculture Regional Member Policy Committee; administrative committees and Maryland and Virginia General Assembly COG Board Members. The board approved the committee appointments.

ACTION: Approved Resolution R2-2023.

4. CHAIR'S REPORT

- A. 2023 COG Board Meeting Dates
- B. 2023 COG Boards and Policy Committees Meeting Dates
- C. Recognition of new COG Board Members

6. EXECUTIVE DIRECTOR'S REPORT

COG Executive Director Chuck Bean briefed the board on two COG-TPB technical assistance programs currently accepting applications, the Transportation Land-Use Connections Program and the Regional Roadway Safety Program. COG Water Resources Director Steve Bieber provided an update on efforts to improve the security and resilience of the region's water supply. Mr. Bean recognized outgoing COG staff members Tom Gates and Pat Warren and thanked them for their service to the region. Lastly, Mr. Bean welcomed new COG Executive Director Clark Mercer.

7. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

8. APPROVAL OF MINUTES

The minutes from the December 19, 2022 board meeting were approved.

9. ADOPTION OF CONSENT AGENDA ITEMS

- A. Resolution R55-2022 – Resolution ratifying executive committee approval to modify the COG Pension Plan date
- B. Resolution R4-2023 – Resolution authorizing COG to receive a grant to fund the Housing Affordability Planning Program (HAPP)
- C. Resolution R5-2023 – Resolution acknowledging receipt of the 2022 COG contract list
- D. Resolution R6-2023 – Resolution authorizing COG to procure and enter into a contract to conduct a situational awareness software evaluation
- E. Resolution R7-2023 – Resolution authorizing COG to procure and enter into a contract to provide maintenance and repairs to the National Capital Region Fixed License Plate Reader System
- F. Resolution R8-2023 – Resolution authorizing COG to receive funds to support the City of Laurel with sustainability implementation planning

ACTION: Ratified Resolution R55-2022 and approved Resolutions R4-2023 – R8-2023.

10. FY2022 AUDITED FINANCIAL STATEMENTS

COG Audit Committee Chair Emmett Jordan briefed the board on the FY2022 audit report, issuing an unmodified/clean opinion of COG's financial statements.

ACTION: Received briefing and adopted Resolution R9-2023.

11. 2023 LEGISLATIVE PRIORITIES

COG Board Chair Kate Stewart briefed the board on the proposed 2023 Legislative Priorities for transportation, environment, housing, health and human services, public safety, and food security reviewed by the COG Legislative Committee. The board provided feedback on the draft document.

ACTION: Received briefing and adopted Resolution R10-2023.

12. REGIONAL HOMELESS SERVICES RACIAL EQUITY & SYSTEMS ANALYSIS

COG Homeless Services Committee Co-Chair Amanda Harris briefed the board on the efforts to improve cross-jurisdictional collaboration to end the experience of homelessness in the region, including highlights from the prior year's work on a racial equity systems analysis.

ACTION: Received briefing.

13. EXECUTIVE SESSION

The board entered in a closed session to discuss a personnel matter. After returning to open session, the board considered Resolution R11-2023.

ACTION: Received briefing and adopted Resolution R11-2023.

14. OTHER BUSINESS

There was no other business.

15. ADJOURN

The meeting was adjourned at 1:55 P.M.

**COG Board of Directors
January 11, 2023 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	Y
	Mr. Kevin Donahue		Mr. Eugene Kinlow	
Council	Hon. Phil Mendelson	Y		
	Hon. Charles Allen	Y		
<i>Maryland</i>				
City of Bowie	Hon. Tim Adams			
Charles County	Hon. Reuben Collins	Y	Hon. Thomasina Coates	
City of Frederick	Hon. Michael O'Connor		Hon. Kelly Russell	Y
Frederick County	<i>Hon. Jessica Fitzwater</i>		Ms. Joy Schaefer	Y
City of College Park	Hon. Denise Mitchell		Hon. Patrick Wojahn	
City of Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
City of Greenbelt	Hon. Emmett Jordan	Y	Hon. Kristen Weaver	
City of Laurel	Hon. Craig Moe		Hon. Keith Sydnor	
Montgomery County - Exec	Hon. Marc Elrich		Mr. Richard Madaleno	Y
Montgomery County - Council	Hon. Evan Glass	Y		
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	V		
Prince George's County - Council	Hon. Wala Blegay			
City of Rockville	Hon. Bridget Donnell Newton			
City of Takoma Park	<i>Hon. Talisha Searcy</i>			
Maryland General Assembly	Hon. Brian Feldman			
<i>Virginia</i>				
City of Alexandria	Hon. Justin Wilson	Y	Hon. Kirk McPike	
Arlington County	Hon. Christian Dorsey	Y		
City of Fairfax	<i>Hon. Catherine Read</i>	Y		
Fairfax County	Hon. Jeff McKay	Y	Hon. James Walkinshaw	
Fairfax County	Hon. Penelope Gross	Y	Hon. Daniel Storck	
Fairfax County	Hon. Rodney Lusk	Y	Hon. Walter Alcorn	
City of Falls Church	Hon. David Snyder	V	Hon. David Tarter	
Loudoun County	Hon. Juli Briskman	Y		
Loudoun County	Hon. Phyllis Randall	Y		
City of Manassas	Hon. Mark Wolfe	Y		
City of Manassas Park	Hon. Darryl Moore	Y		
Prince William County	Hon. Ann Wheeler	Y		
Prince William County	Hon. Andrea Bailey	Y		
Virginia General Assembly	Hon. George Barker			

2/1/2023 2:01 PM; total: 25

Y = present, voting

V = virtually present, voting

P = present as alternate in addition to primary

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

ADOPTION OF CONSENT AGENDA ITEMS

February 2023

A. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO CONDUCT PHASE 38 OF THE CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

The board will be asked to adopt Resolution R12-2023 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(s), and enter to into a contract to conduct Phase 38 of the Continuous Airport System Planning (CASP) Program. The grant will include the following tasks in support of the CASP Program: (1) Process 2023 Air Passenger Survey, Phase 2, and (2) 2023 Ground Access Forecast Element and 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 R12-2023.

AGENDA ITEM #7

FISCAL YEAR 2023 SECOND QUARTER FINANCIAL REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Clark Mercer, COG Executive Director
Julie Mussog, Chief Financial Officer
SUBJECT: Fiscal Year 2023 Second Quarter Financial Report
DATE: February 1, 2023

We are providing the following interim financial reports to the Board of Directors for the six months ended December 31, 2022:

- Statement of Revenue, Expense, and Change in Net Position for the period July 1, 2022 – December 31, 2022
- Comparative Statement of Net Position as of December 31, 2021, and December 31, 2022

SUMMARY AND HIGHLIGHTS

As of the first six months of the fiscal year, the net surplus from operations is \$1.6 million. This surplus is primarily a timing issue where we have collected funds in advance of expenses being recognized. The Housing Affordability Planning Program (\$0.5 million grant from Amazon) and several Water and Air Programs (\$0.8 million) are driving the increase in restricted project funds. The increase in undesignated funds are a result of higher revenues than budgeted in the Cooperative Purchasing Program and the REIT dividend.

Operating revenue and expenses are tracking lower to the FY2023 budget but higher than mid-year totals for the prior year. Lower federal and state revenue to the budget is driven by lower spend in Transportation Planning Board Work Program (TPB) and Commuter Connections. These are cost reimbursement projects, so the year-to-date expenses are also lower than budget. Spend and thus revenues are typically higher in the second half of the year for most programs at COG. Salaries and other employee benefits are lower than budget due to unbudgeted turnover. Consulting expense is lower than budget due to lower spend in TPB, Metro Area Transportation Operations Coordination (MATOC) and Urban Area Security Initiative (UASI). These programs typically have higher spend in the second half of the year. Lower other direct program expense is due to timing of TPB and Commuter Connections expenditures for software, data sets, service fees and promotion.

Subrecipient pass-through funds are at 29% of the amount budgeted. Enhanced Mobility subrecipient grants are driving most of the variance, but the expectation is that they will achieve their budgeted total by year end. This is comparable to where COG was in FY22.

The Statement of Net Position as of December 31, 2022 shows an overall increase in net assets of \$2.4 million. The increase reflects the increase in restricted and unrestricted project funds in advance of program spend year over year.

Board-designated reserves, which include the operating and capital expenditures reserves remain 100% funded at \$10.5 million (\$5.2 operating reserve and \$5.3 capital reserve).

Metropolitan Washington Council of Governments
 FY 2023 Statement of Revenue, Expense, and Change in Net Position
 For the six months ended December 31, 2022
 With Comparisons to Approved Budget and Prior Year Results

Prepared on an accrual basis

	Fiscal YTD As of 12/31/2022	Budget FY2023	% of Budget	Prior FY As of 12/31/2021
Operations Revenue				
Federal and state revenue	9,879,500	28,790,700		10,607,900
Member dues	2,442,400	4,884,800		2,332,200
Regional funds	1,675,600	3,351,100		1,447,300
Building revenue	285,000	450,000		270,000
Other revenue*	2,741,700	3,589,600		1,746,900
Total Operations Revenue	17,024,200	41,066,200	41%	16,404,300
Operations Expense				
Salaries - Direct program	5,444,900	12,635,400		5,353,600
Other employee benefits	1,185,600	2,866,000		1,212,500
Consultants	2,657,200	10,893,500		2,923,300
Other direct program expense	1,394,800	6,880,700		1,180,700
Support services, rent and other allocated expense	4,709,000	8,101,200		4,486,400
Total Operations Expense	15,391,500	41,376,800	37%	15,156,500
Net Surplus (Deficit) - Operations	1,632,700	(310,600)		1,247,800
Increase (Decrease) in Designated Program Fund Balance	1,262,500	(360,100)		1,152,800
Change in Undesignated Fund Balance	370,200	49,500		95,000

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

Revenue - All Sources	FY2023 YTD	FY2023 Budget	
Operations	17,024,200	41,066,200	41%
Special Revenue Funds	56,200	150,200	37%
Subrecipient Pass-Through	3,818,100	13,029,200	29%
Contributed Services			
Total Revenue - All Sources	20,898,500	54,245,600	

Metropolitan Washington Council of Governments
Comparative Statement of Net Position
As of December 31, 2021 and December 31, 2022

	FY2023 as of 12/31/2022	FY2022 as of 12/31/2021	Increase (Decrease)
Assets			
Cash & Investments	17,059,500	12,233,500	
Accounts receivable	9,290,000	12,293,100	
Prepaid expenses and other assets	137,900	263,100	
Capital assets, net of depreciation	2,147,100	2,206,800	
Total Assets	28,634,500	26,996,500	1,638,000
Liabilities			
Accounts payable	1,467,500	1,780,300	
Accrued payroll, leave & other liabilities	2,523,300	3,394,700	
Deferred revenue	4,058,000	3,620,200	
Other Non-current Liabilities	-		
Total Liabilities	8,048,800	8,795,200	(746,400)
NET POSITION*			
Net investment in capital assets	2,147,100	2,206,800	(59,700)
Board designated reserves	10,504,000	10,444,300	59,700
Restricted project funds	6,399,600	4,705,400	1,694,200
Undesignated	1,535,000	844,800	690,200
Total Net Position	20,585,700	18,201,300	2,384,400
Total Liabilities and Net Assets	28,634,500	26,996,500	1,638,000

*Excludes Net Pension Asset of \$7,450,900 which is available only for pension plan benefits.

AGENDA ITEM #8

REGION UNITED: ACCELERATING ACTION ON TRANSIT-ORIENTED COMMUNITIES



MEMORANDUM

TO: COG Board of Directors
FROM: Timothy Canan, COG Transportation Planning Data and Research Program Director
SUBJECT: Promoting Transit-Oriented Communities in High-Capacity Transit Station Areas
DATE: February 1, 2023

In 2022, the Metropolitan Washington Council of Governments' (COG) Board of Directors set planning priorities for the next decade related to equity, transportation and land use, housing, and climate change to address key, interconnected challenges and advance our region's vision for a more prosperous, accessible, livable, and sustainable future. Taken together, these priorities form [Region United: Metropolitan Washington Planning Framework for 2030](#). The following four planning priorities make up the framework for 2030: (1) Equity Emphasis Areas (EEAs), (2) High-Capacity Transit Station Areas (HCTs), (3) 2030 Housing Targets, and (4) 2030 Greenhouse Gas (GHG) Reduction Goals and Action Plan.

[High-capacity transit \(HCT\)](#) service includes Metrorail, commuter rail, light rail, streetcar, and bus rapid transit (BRT), and by 2030, the region will have 225 HCTs in operation serving the communities where they are located. Promoting the development of HCTs is a planning concept to better leverage the region's major investment in transit and inform future growth and investment decisions. These investments can lead to increased development of transit-oriented communities (TOCs), which feature mixed-used development that includes adequate housing at all income levels, commercial development that provide employment, and services and amenities that support community residents and workers.

Promoting the development of healthy and vibrant TOCs aligns with and advances COG's planning framework, as well as the region's long-range transportation plan, [Visualize 2045](#). TOCs help the region achieve its housing targets and advances the Transportation Planning Board's (TPB) aspirational initiative, "Bring Jobs and Housing Closer Together," which 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 as well as housing availability and affordability throughout the region.

At the February 8, 2023 meeting of the COG Board of Directors, staff will review the regional high-capacity transit planning concept and identify opportunities to accelerate action around transit-oriented communities.

AGENDA ITEM #9

REGION UNITED: ACCELERATING ACTION ON HOUSING

MULTIFAMILY RENTAL HOUSING CONSTRUCTION INDICATORS

Information on the number, location, size and cost of multifamily residential development projects in metropolitan Washington in 2021

October 2022



Metropolitan Washington
Council of Governments

MULTIFAMILY RENTAL HOUSING CONSTRUCTION INDICATORS 2021

October 2022

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

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
INTRODUCTION	2
CONSTRUCTION BY STATE	8
CONSTRUCTION BY REGIONAL "RING"	9
CONSTRUCTION BY JURISDICTION	10
CONSTRUCTION BY ACTIVITY CENTERS AND TRANSIT STATION AREAS	11
CONSTRUCTION AND RENTS BY NUMBER OF BEDROOMS IN A UNIT	13
APPENDIX	29
APPENDIX A. MAP OF REGIONAL "RING" JURISDICTIONAL GROUPINGS	29
APPENDIX B. NAME AND LOCATION OF ACTIVITY CENTERS MAP	30
APPENDIX C. TABLE OF ACTIVITY CENTER CONSTRUCTION TOTALS	31
APPENDIX D. TABLE OF METRORAIL STATION WALKSHED TOTALS AND WALKSHED METHODOLOGY	35
APPENDIX E. MULTIFAMILY CONSTRUCTION DEFINITIONS	38
APPENDIX F. METHODOLOGY FOR MAPPING UNITS AND RENTS	38
APPENDIX G. COMPARING MEDIAN INCOMES TO MEDIAN RENTER INCOME	39

FIGURES AND TABLES

FIGURE 1. COG MEMBER JURISDICTIONS	2
FIGURE 2. CHART OF HOUSEHOLD TYPES IN WASHINGTON REGION	3
FIGURE 3. UNITS OF COMPLETED MULTIFAMILY CONSTRUCTION FROM 1991 TO 2021	3
FIGURE 4. NET CONSTRUCTION OF MULTIFAMILY RENTAL HOUSING FROM 2000 TO 2021	4
FIGURE 5. TEN LARGEST PROJECTS BY NUMBER OF UNITS IN 2021	5
FIGURE 6. REGIONWIDE MAP OF MULTIFAMILY PROJECTS COMPLETED IN 2021	6
FIGURE 7. MAP OF MULTIFAMILY PROJECTS COMPLETED INSIDE BELTWAY IN 2021	7
FIGURE 8. CHART OF CONSTRUCTION BY STATE AND TYPE IN 2021	8
FIGURE 9. CHART OF CONSTRUCTION BY STATE, 1991 TO 2021	8
FIGURE 10. CHART OF CONSTRUCTION BY REGIONAL "RING" AND TYPE IN 2021	9
FIGURE 11. CHART OF CONSTRUCTION BY REGIONAL "RING" FROM 1991 TO 2021	9
FIGURE 12. TABLE OF MULTIFAMILY CONSTRUCTION BY JURISDICTION	10
FIGURE 13. MAP OF PROJECTS WITHIN ACTIVITY CENTERS OR HIGH-CAPACITY TRANSIT STATION WALKSHEDS	12
FIGURE 14. TABLE OF CONSTRUCTION BY NUMBER OF BEDROOMS IN UNIT	13
FIGURE 15. CHART OF CONSTRUCTION BY NUMBER OF BEDROOMS FROM 1991 TO 2021	13
FIGURE 16. CONSTRUCTION MAP OF STUDIO APARTMENTS	14
FIGURE 17. CHART OF AVERAGE EFFECTIVE RENT FOR STUDIOS FROM 1991 TO 2021	15
FIGURE 18. HISTOGRAM OF EFFECTIVE RENTS FOR STUDIO APARTMENTS	15
FIGURE 19. AVERAGE EFFECTIVE RENTS MAP FOR STUDIO APARTMENTS	16
FIGURE 20. CONSTRUCTION MAP OF ONE-BEDROOM APARTMENTS	17
FIGURE 21. CHART OF AVERAGE EFFECTIVE RENT FOR ONE-BEDROOMS FROM 1991 TO 2021	18
FIGURE 22. HISTOGRAM OF EFFECTIVE RENTS FOR ONE-BEDROOM APARTMENTS	18
FIGURE 23. AVERAGE EFFECTIVE RENTS MAP FOR ONE-BEDROOM APARTMENTS	19

FIGURE 24. CONSTRUCTION MAP OF TWO-BEDROOM APARTMENTS	20
FIGURE 25. CHART OF AVERAGE EFFECTIVE RENT FOR TWO-BEDROOMS FROM 1991 TO 2021	21
FIGURE 26. HISTOGRAM OF EFFECTIVE RENTS FOR TWO-BEDROOM APARTMENTS	21
FIGURE 27. AVERAGE EFFECTIVE RENTS MAP FOR TWO-BEDROOM APARTMENTS	22
FIGURE 28. CONSTRUCTION MAP OF THREE-BEDROOM APARTMENTS	23
FIGURE 29. CHART OF AVERAGE EFFECTIVE RENT FOR THREE-BEDROOMS FROM 1991 TO 2021	24
FIGURE 30. HISTOGRAM OF EFFECTIVE RENTS FOR THREE-BEDROOM APARTMENTS	24
FIGURE 31. AVERAGE EFFECTIVE RENTS MAP FOR THREE-BEDROOM APARTMENTS	25
FIGURE 32. CONSTRUCTION MAP OF APARTMENTS WITH FOUR OR MORE BEDROOMS	26
FIGURE 33. CHART OF AVERAGE EFFECTIVE RENT FOR 4+ BEDROOMS FROM 1991 TO 2021	27
FIGURE 34. HISTOGRAM OF EFFECTIVE RENTS FOR 4+ BEDROOM APARTMENTS	27
FIGURE 35. AVERAGE EFFECTIVE RENTS MAP FOR 4+ BEDROOM APARTMENTS	28
FIGURE 36. AFFORDABLE RENTS FOR RENTERS WITH MEDIAN INCOME FOR THE WASHINGTON MSA	39

EXECUTIVE SUMMARY

This report describes recent trends in the multi-family rental housing market within the 24 member jurisdictions of the Metropolitan Washington Council of Governments (COG). Residential property records from the CoStar subscription database (www.costar.com) for buildings completed through the end of 2021 were analyzed to document the number, size, and location of new apartment units, as well as describe changes in the market rents across the region.

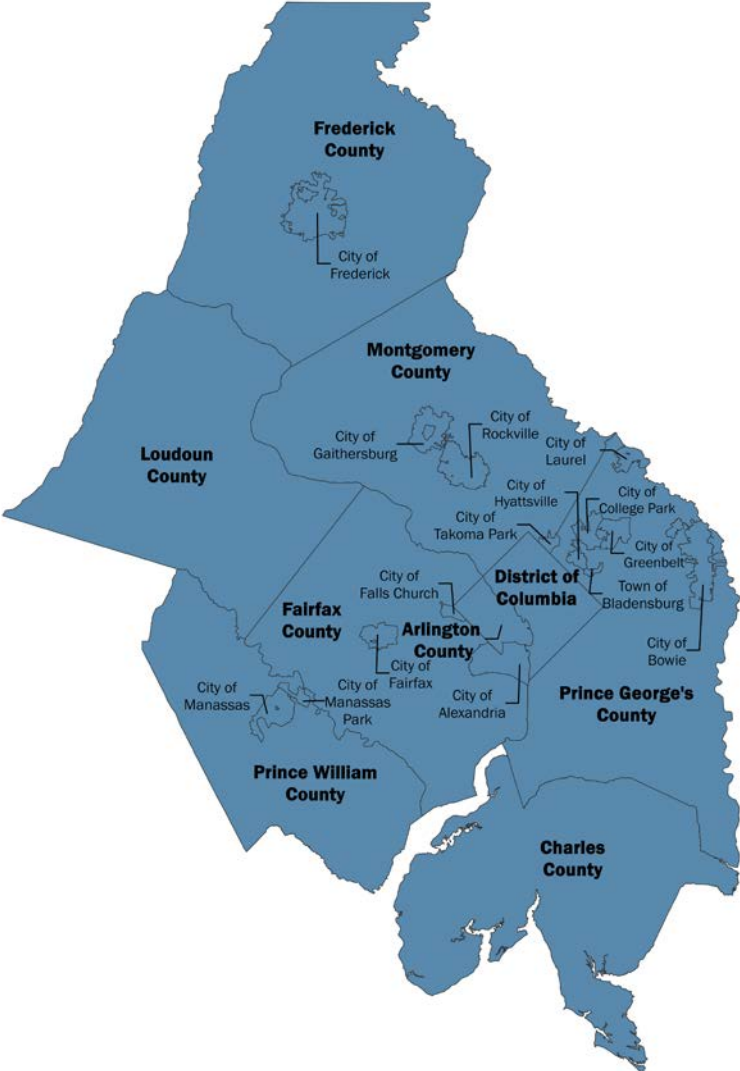
- New construction increased 30 percent from 2020 to 2021. In 2021, 130 new multifamily buildings were completed, adding 13,764 housing units to the region.
- Just under 120,000 new units were added since 2012, which is the most of any ten-year period in almost 50 years.
- The coronavirus pandemic did not noticeably disrupt apartment construction activity but did have an impact on regional rents in 2020. After average inflation-adjusted rents fell five percent from 2019 to 2020 but rent has since increased by three percent over the course of 2021.
- Rents in the COG region are high compared with the median income of renters. At the end of 2021, median rents in multifamily buildings were between 26 and 40 percent of median renter income, depending on the number of bedrooms in a unit.
- A little less than half of all units built in 2021 were within a half-mile walk from a Metrorail station, while only a quarter of units built before 2021 are in a Metrorail station walkshed.
- The NoMa Activity Center was the region's fastest growing neighborhood in 2021—accounting for ten percent of all regional apartment growth with 1,428 new units from nine new buildings.
- About 85 percent of new units were located within one of the region's 141 Activity Centers or near one of the region's high-capacity transit (HCT) Stations. This surpasses the 75 percent target the COG Board of Directors set for new housing construction in the region.

INTRODUCTION

The annual Multifamily Rental Housing Construction Inventory focuses on rental apartment projects of five units or more that have been completed in metropolitan Washington. These include market rate, mixed-income, and affordable residences, including public housing. Corporate and senior housing are included, but this inventory does not include student housing, military housing, housing cooperatives, or condominium units. Included senior housing is limited to age-restricted communities, while assisted and other senior care facilities are excluded. Building styles include high-rise, mid-rise, low-rise, and garden-style apartments, but not single-family residences, attached housing projects of four units or fewer, or mobile home parks. Metropolitan Washington Council of Governments (COG) staff compiled this report by analyzing residential property records from the CoStar subscription database (www.costar.com).

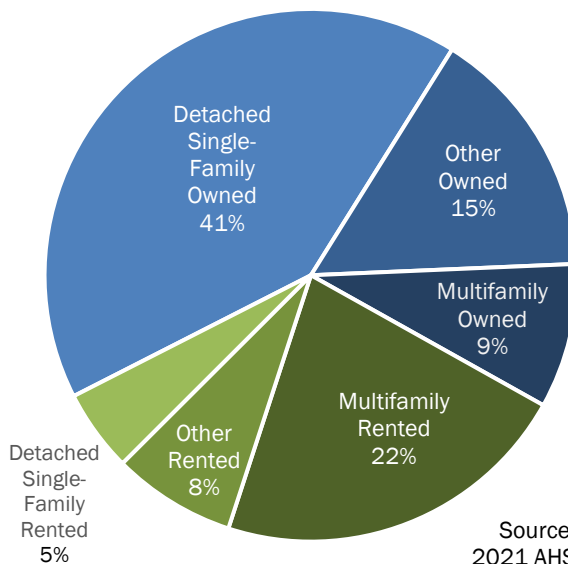
In this report, the metropolitan Washington region refers to the areas surrounding the District of Columbia that are members of COG, as shown below in Figure 1 below.

Figure 1. COG represents 24 local governments in the multi-state metropolitan Washington region.



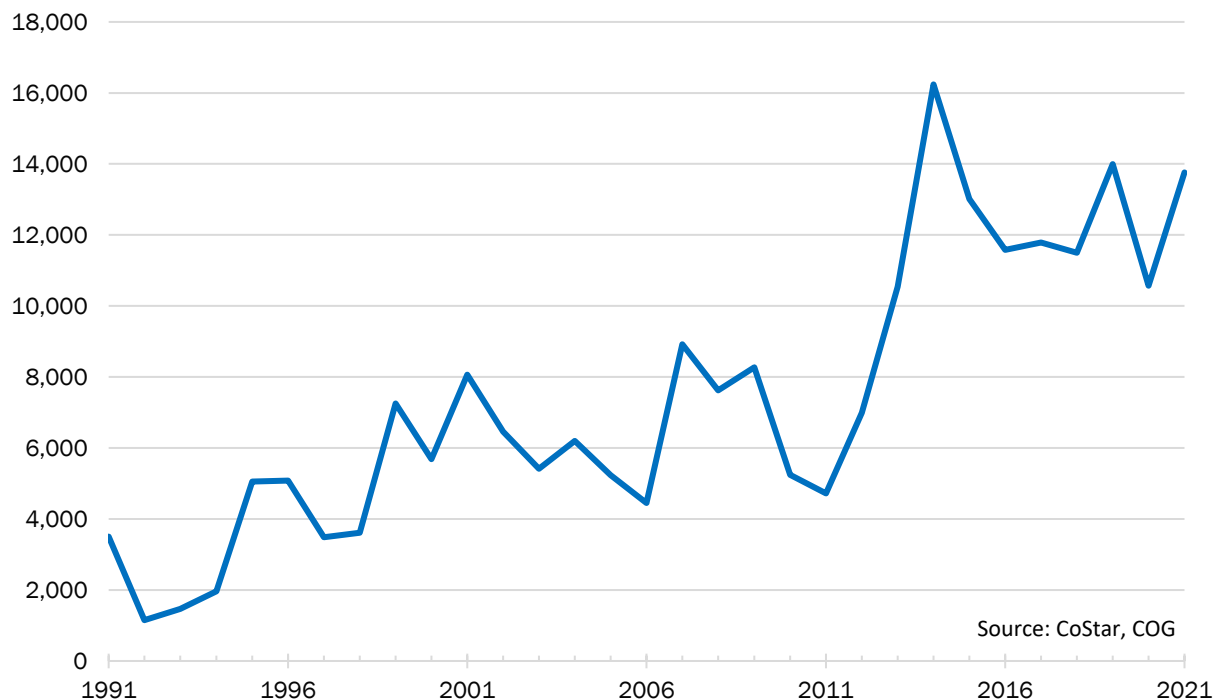
According to data from the 2021 American Housing Survey (AHS), the single-family detached house is the most common dwelling type in the Washington Metropolitan Statistical Area. The subject of this report, the multi-family rental apartment market, comprises the second largest sector of the housing market, representing over a quarter of the region's housing, shown in dark green in Figure 2 to the right. However, apartments have represented a much larger share of recent construction.¹

Figure 2. Household Types in Washington MSA in 2021



Multifamily rental housing construction in the metropolitan Washington region increased by 30 percent in 2021. Last year, 130 new multifamily buildings were completed with 13,764 total apartment units.

Figure 3. Number of New Units of Multifamily Rental Housing, 1991 - 2021



The 119,980 new apartment units built since 2012 are the highest ten-year total in 47 years. Apartment construction peaked in 2014 but the number of permitted units under construction

¹ Exact data for recent construction is hard to come by as the data falls below the Census's minimum thresholds for privacy. The 2021 AHS data suggests that between 29 and 52 percent of housing units built between 2010 and 2019 in the Washington MSA were multifamily rental units. Permit data for approved housing construction from the U.S. Census shows that 52 percent of the units approved between 2017 and 2021 in the COG region were in multifamily buildings (permit data does not specify whether a building will be renter or owner-occupied).

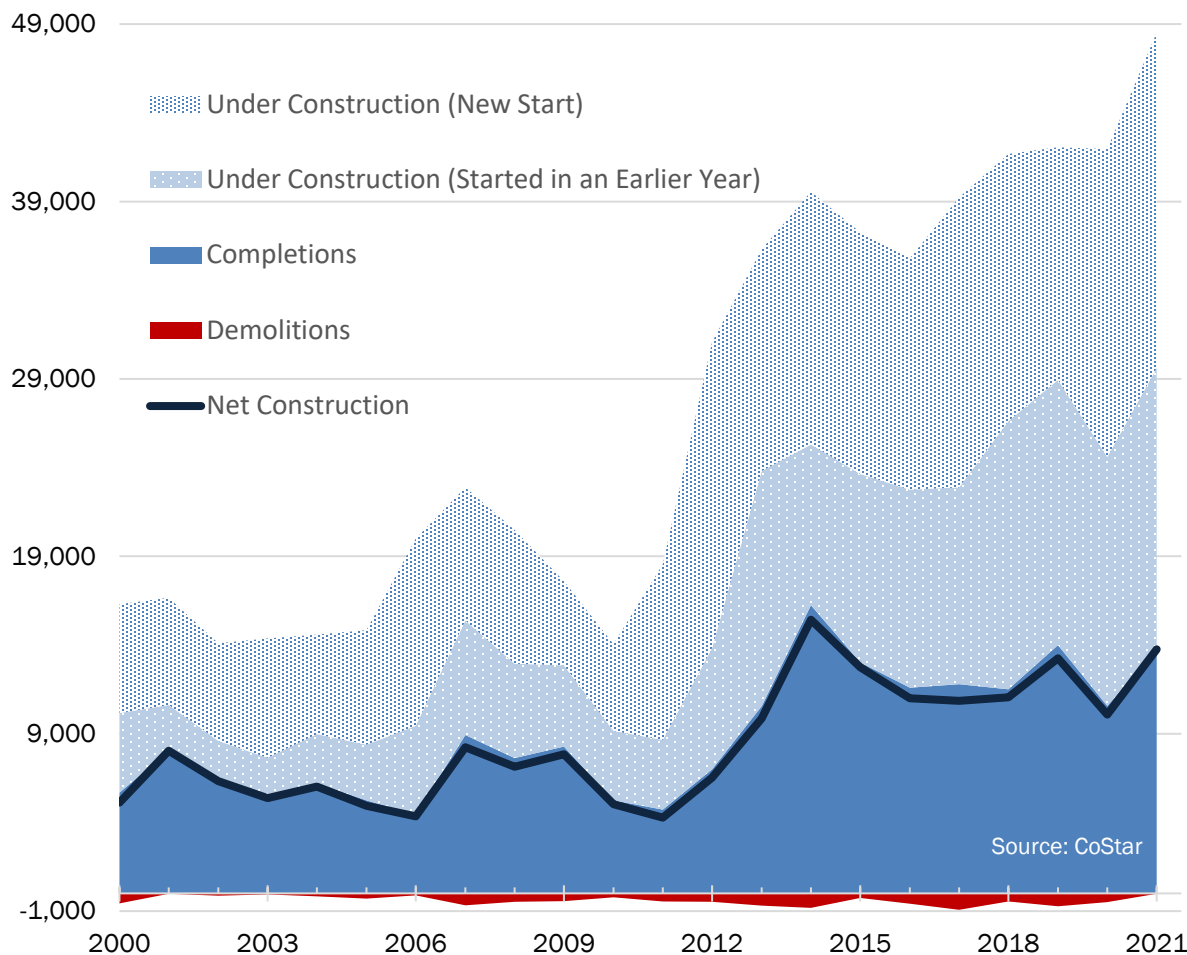
continues to increase, shown in Figure 4 below, suggesting that high rate of activity in the multifamily rental sector is likely to continue.

Demolitions of older multi-family housing are low relative to new construction. In 2021, 15 units were demolished, representing less than one percent of the units built last year, with 918 new units being added for each one unit lost to demolition.

During the past five years, 2,617 apartment units were demolished—a seven percent decrease compared to the previous five-year period. All the demolished buildings were at least 28 years old. The most recently completed apartment building to be demolished was the seven-story, 162-unit Ambassador Apartments in Montgomery County near the Wheaton Metrorail Station, which was completed in 1993. A new multifamily building has been proposed for the site.²

Apartment rents and construction both rose sharply in 2021, after falling in 2020. The sector was not hindered by coronavirus shutdowns, but higher interest rates may become a more significant hurdle for residential development down the line.

Figure 4. Net Multifamily Rental Housing Construction, 2000 - 2021



²Wheaton Gateway Sketch Plan No. 320210060. (2022) Montgomery Planning. <https://montgomeryplanningboard.org/wp-content/uploads/2022/05/320210060-Wheaton-Gateway-220516-Publication.pdf>



Platform Apartments in Alexandria (CoStar)

The largest multifamily project completed in 2021 was the six-story, 628-unit Platform project in the Braddock Road Metro Area in Alexandria, Virginia (shown to the left). The ten largest projects from 2021 (Figure 5) make up 33 percent of the region’s 13,764 new units of multifamily rental housing.

Six of the region’s ten largest new projects were within one of the region’s central jurisdictions³.

The average (mean) effective rent in the region for a one-bedroom apartment was \$1,740 at the end of 2021. The average for all unit sizes was \$2,010 per month.

Between 2005 and 2019, inflation adjusted rents in the region increased at an annual rate of 0.6 percent. In 2020, under pressure from the coronavirus pandemic, inflation adjusted rents dropped by five percent, with the smaller units seeing larger rent declines than larger ones. In 2021, inflation-adjusted rents increased by three percent.

Figure 5. Ten Largest Projects by Total Number of Units in 2021

Project Name	Street Address	Jurisdiction	Buildings	Stories	Units	1BR Effective Rent ⁴
Platform	1100 N Fayette St, Alexandria, VA	City of Alexandria	4	6	628	\$2,134
Dylan & Reese	2455 Mandeville Ave, Alexandria, VA	City of Alexandria	1	12	591	\$2,026
Judd & Weiler	1611 Eckington Pl NE, Washington, DC	District of Columbia	4	8	457	\$2,012
The Elm	4710 Elm St, Bethesda, MD	Montgomery County	2	27	456	\$2,924
Evo	1771 N Pierce St, Arlington, VA	Arlington County	1	27	455	\$2,839
Park + Ford	4401 Ford Ave, Alexandria, VA	City of Alexandria	2	14	425	\$2,022
Faraday Park	11201 Reston Station Blvd, Reston, VA	Fairfax County	1	7	407	\$1,925
Vyne at One Loudoun	44819 Atwater Dr, Ashburn, VA	Loudoun County	8	6	378	\$2,017
The Ian Apartments	2249 Woodland Grove Pl, Herndon, VA	Fairfax County	1	5	375	\$2,001
Press House	331 N St NE, Washington, DC	District of Columbia	2	11	356	\$2,493

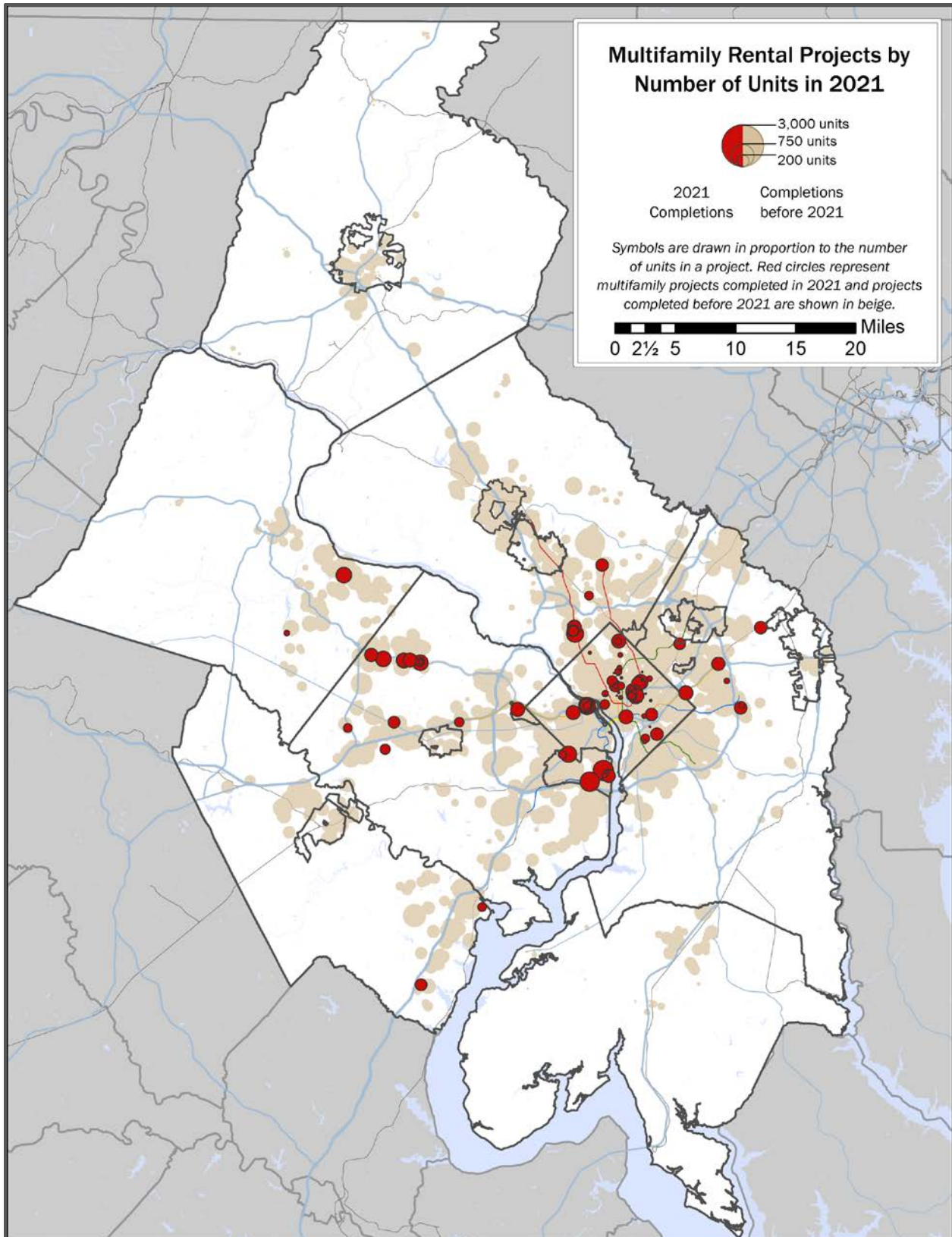
Source: CoStar

Figure 6 on the following page maps the location of projects completed in 2021. New construction of multifamily rental housing, shown in red, is primarily located in the region’s core and near Metrorail stations. Existing units are shown in beige—slightly more than 62 percent of all apartment units in the region are located inside the Capital Beltway.

³ The Central Jurisdictions in the COG region are the City of Alexandria, Arlington County and the District of Columbia. See Appendix A on page 29.

⁴ Average (mean) effective rent for one-bedroom apartments in the property that were available to be rented at the end of 2021.

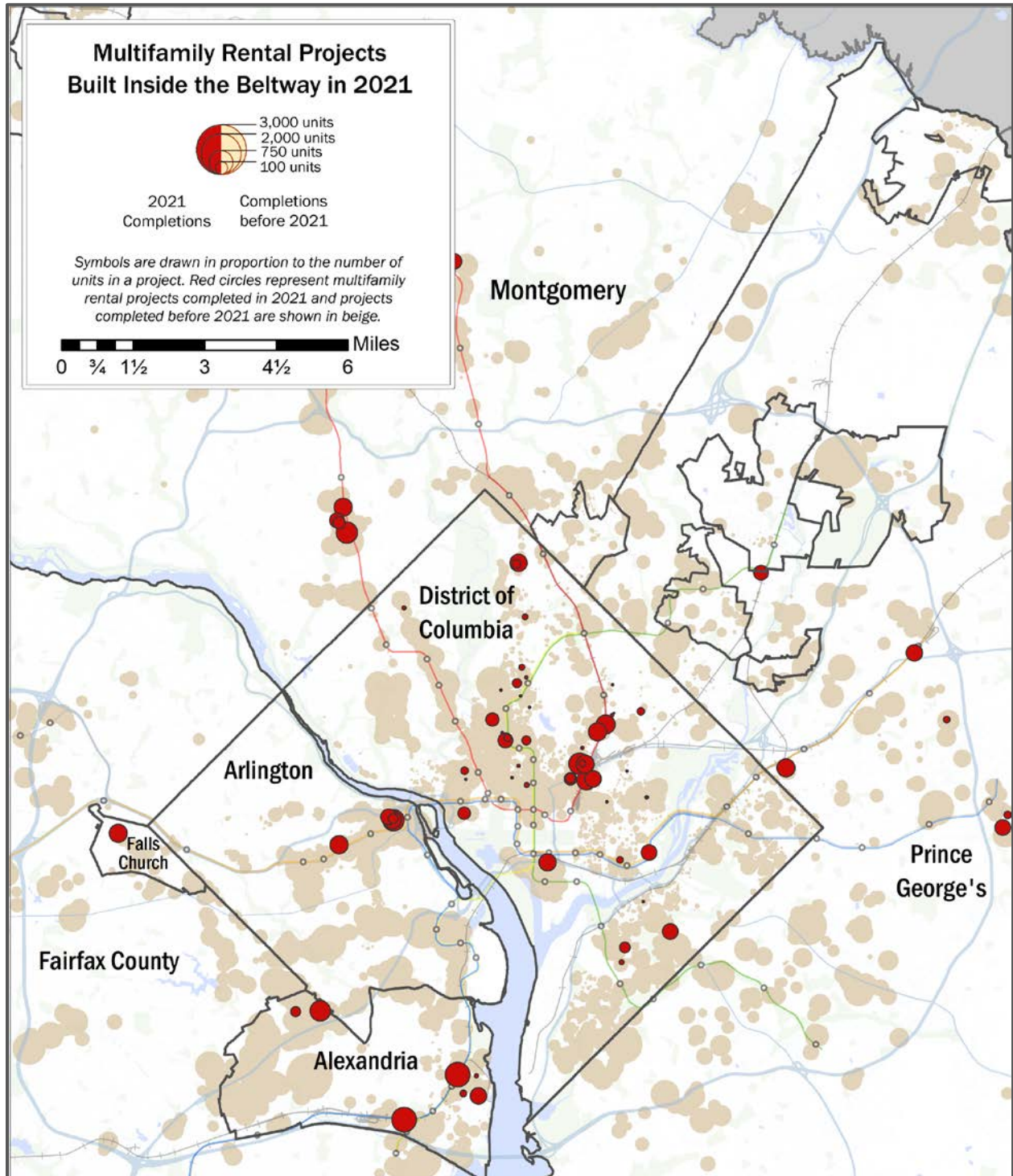
Figure 6



Source: CoStar

Figure 7 below shows construction inside the Capital Beltway. In 2021, 75 percent of all new units were built within the circumference of I-495. Of those units, 61 percent are within a half-mile walk of a high-capacity transit station; only 11 percent of new units built outside of the Capital Beltway were in a high-capacity transit walkshed.

Figure 7



Source: CoStar

Multifamily Rental Housing Construction by State

The District of Columbia added 45 new apartment buildings and 4,443 units in 2021 (Figure 8). The number of new units completed in the District increased by 56 percent from 2020 (Figure 9). The average (mean) effective rent for a one-bedroom apartment in the District of Columbia was \$1,871 at the end of 2021.

In 2021, 26 new buildings and 3,018 new rental units were added to suburban Maryland jurisdictions (Figure 8). In suburban Maryland, the number of new apartment units grew by about 22 percent from 2020 (Figure 9). At the end of 2021, the Maryland jurisdiction average (mean) effective rent for a one-bedroom apartment was \$1,555 per month.

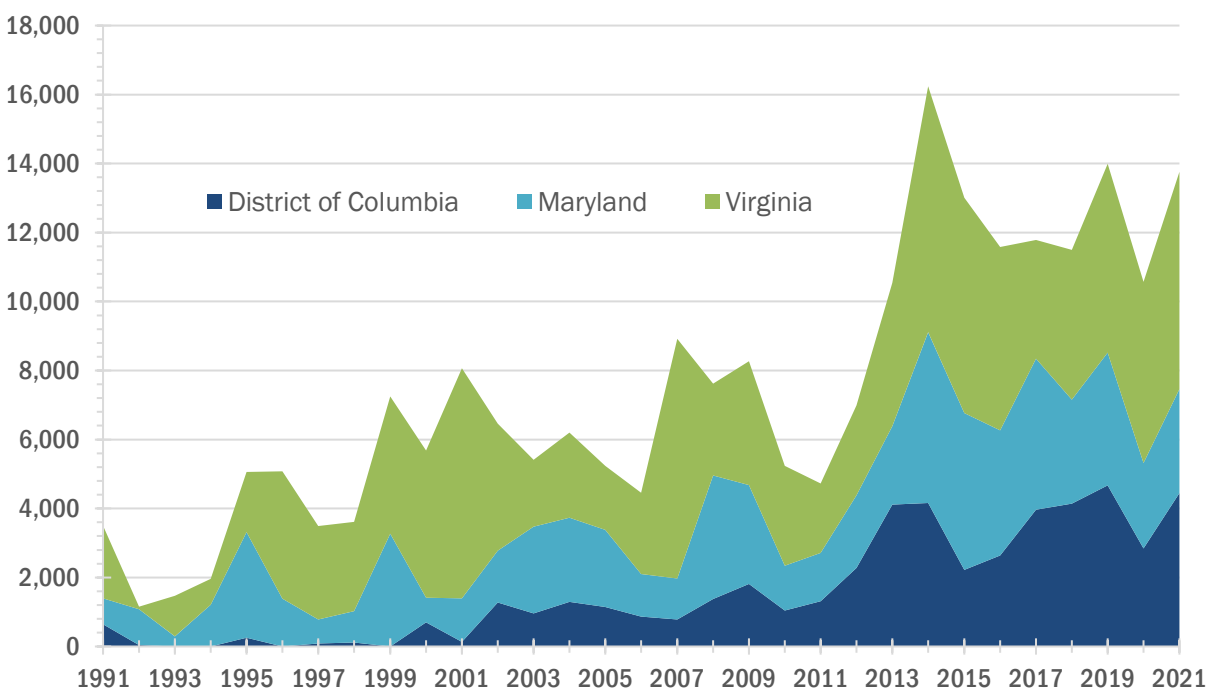
Northern Virginia jurisdictions added 39 new buildings and 6,303 new units in 2021, an increase of 20 percent from 2020. The Northern Virginia average (mean) effective rent for a one-bedroom was \$1,821 at the end of 2021.

Figure 8. 2021 Projects by Number of Units



Source: CoStar

Figure 9. Number of New Units of Multifamily Rental Housing, by State, 1991 - 2021



Note: This stacked area chart shows cumulative values.

Source: CoStar

Multifamily Rental Construction by Regional “Ring”

COG groups jurisdictions into three “rings” for analysis purposes (see Appendix A). The Central Jurisdictions—D.C., Alexandria, and Arlington—added 61 new apartment buildings and 7,906 new units in 2021 (Figure 10). The total number of new rental units in Central Jurisdictions increased by 27 percent from 2020 (Figure 11). At the end of 2021, the average (mean) effective rent for one-bedroom units in Central Jurisdictions was \$1,889.

In 2021, 33 new buildings and 5,073 new units were added to the Inner Suburban Jurisdictions of Fairfax, Montgomery, and Prince George’s Counties, Falls Church, and City of Fairfax (Figure 10). The number of new units increased by 67 percent from 2020 (Figure 11). The average (mean) effective rent for one-bedroom unit in Inner Jurisdictions was \$1,632 per month at the end of 2021.

The Outer Jurisdictions of Charles, Frederick, Loudoun, and Prince William Counties, Manassas, and Manassas Park added 16 buildings and 785 new apartment units in 2021 (Figure 10). New construction fell by 41 percent from 2020 (Figure 11). At the end of 2021, the average (mean) effective rent for one-bedroom units in Outer Jurisdictions was \$1,589 per month.

Figure 10. 2021 Projects by Number of Units

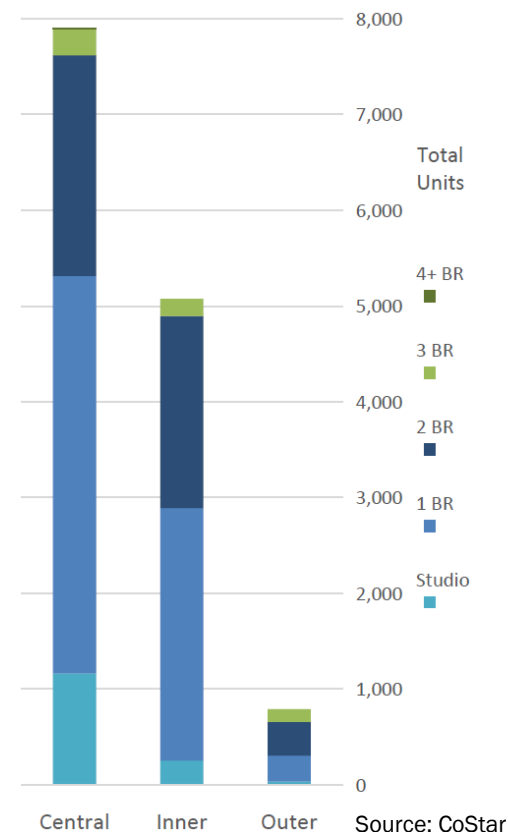
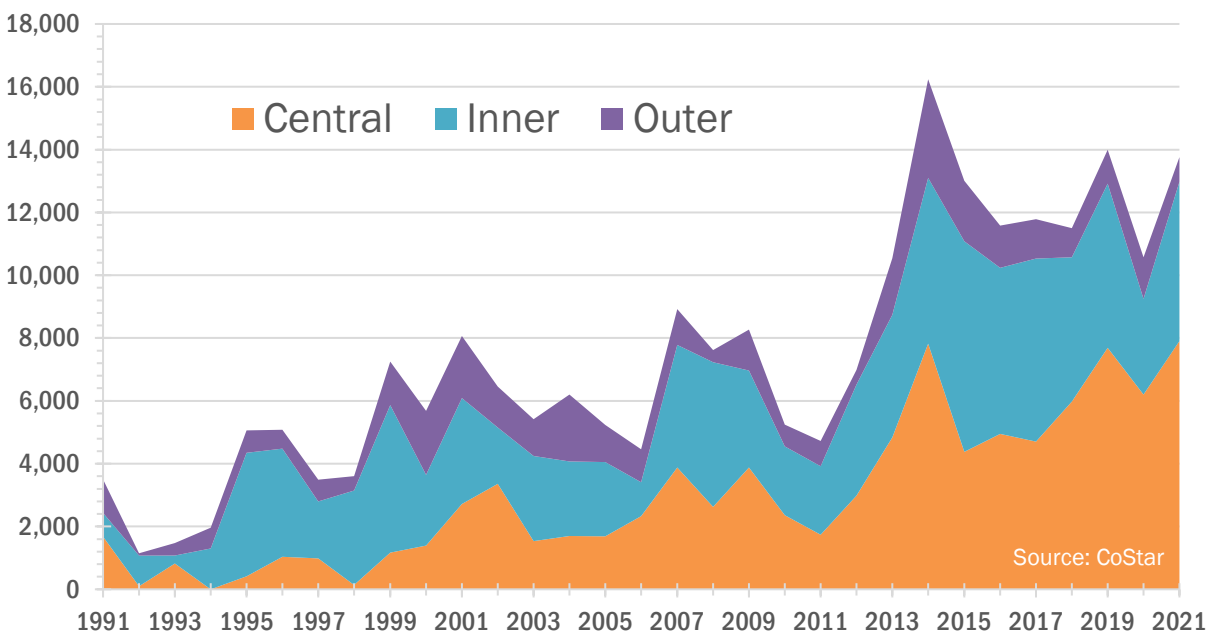


Figure 11. Number of New Units of Multifamily Rental Housing by Jurisdictional Groups, 1991 - 2021



Note: This stacked area chart shows cumulative values.

Multifamily Rental Housing Construction by Jurisdiction

The District of Columbia led regional jurisdictions in multifamily rental housing construction for the sixth consecutive year—accounting for 32 percent of the region’s new apartment units. The City of Alexandria had the second most apartment construction with 15 percent of new construction. The 2,095 new units built in Alexandria are the most in the city since 1960. At the end of 2021, Arlington County had the highest average effective rent for one-bedroom units among COG member-jurisdictions, at \$2,002 per month. The City of Takoma Park had the lowest average effective one-bedroom rent, at \$1,138 per month. No new units have been built in the City of Greenbelt since 1979, the longest span of any member-jurisdiction.

Figure 12. Apartment Construction Totals for Each COG Member Jurisdiction

Jurisdiction	Built Prior to 2021			2021 Completions			Avg. Effective Rent in 1 BR Units at End of 2021
	Buildings	Units	Regional Share	Buildings	Units	Regional Share	
District of Columbia	5,321	146,932	24.8%	45	4,443	32.3%	\$1,871
Suburban Maryland Jurisdictions							
Charles	432	6,060	1.0%	0	0	0.0%	\$1,507
Frederick	697	11,538	1.9%	0	0	0.0%	\$1,439
<i>City of Frederick</i>	<i>460</i>	<i>8,101</i>	<i>1.4%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,405</i>
<i>Rest of County</i>	<i>237</i>	<i>3,437</i>	<i>0.6%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,508</i>
Montgomery	4,024	100,887	17.0%	9	1,555	11.3%	\$1,705
<i>Gaithersburg</i>	<i>535</i>	<i>9,722</i>	<i>1.6%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,587</i>
<i>Rockville</i>	<i>256</i>	<i>9,713</i>	<i>1.6%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,888</i>
<i>Takoma Park</i>	<i>160</i>	<i>2,717</i>	<i>0.5%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,138</i>
<i>Rest of County</i>	<i>3,073</i>	<i>78,735</i>	<i>13.3%</i>	<i>5</i>	<i>1,555</i>	<i>11.3%</i>	<i>\$1,714</i>
Prince George's	6,072	101,597	17.1%	17	1,463	10.6%	\$1,419
<i>Bladensburg</i>	<i>122</i>	<i>2,614</i>	<i>0.4%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,313</i>
<i>Bowie</i>	<i>86</i>	<i>1,992</i>	<i>0.3%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,728</i>
<i>College Park</i>	<i>41</i>	<i>1,893</i>	<i>0.3%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,662</i>
<i>Greenbelt</i>	<i>183</i>	<i>4,680</i>	<i>0.8%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,551</i>
<i>Hyattsville</i>	<i>183</i>	<i>3,924</i>	<i>0.7%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,488</i>
<i>Laurel</i>	<i>246</i>	<i>5,061</i>	<i>0.9%</i>	<i>0</i>	<i>0</i>	<i>0.0%</i>	<i>\$1,538</i>
<i>Rest of County</i>	<i>5,211</i>	<i>81,433</i>	<i>13.7%</i>	<i>17</i>	<i>1,463</i>	<i>10.6%</i>	<i>\$1,387</i>
Maryland subtotal	11,225	220,082	37.1%	26	3,018	21.9%	\$1,555
Northern Virginia Jurisdictions							
Alexandria	1,252	37,622	6.3%	11	2,095	15.2%	\$1,774
Arlington	1,384	58,173	9.8%	5	1,368	9.9%	\$2,002
Fairfax	3,698	83,971	14.2%	6	1,733	12.6%	\$1,778
Fairfax City	94	1,682	0.3%	0	0	0.0%	\$1,861
Falls Church	47	2,330	0.4%	1	322	2.3%	\$1,872
Loudoun	570	15,082	2.5%	9	433	3.1%	\$1,743
Manassas City	140	2,497	0.4%	0	0	0.0%	\$1,446
Manassas Park	50	1,361	0.2%	0	0	0.0%	\$1,649
Prince William	1,375	23,610	4.0%	7	352	2.6%	\$1,580
Virginia subtotal	8,610	226,328	38.1%	39	6,303	45.8%	\$1,821
COG Region Total	25,156	593,342	100.0%	110	13,764	100.0%	\$1,740

Source: CoStar

Activity Centers

Activity Centers are locations that will accommodate the majority of the region’s future growth. They include existing urban centers, priority growth areas, traditional towns, and transit hubs. In 2013, the COG Board of Directors approved [141 Activity Centers](#) for the region⁵.

From 2020 to 2021, construction within Activity Centers increased by 29 percent. The NoMa Activity Center in the District of Columbia had the most construction in 2021, with 1,428 units from nine apartment buildings—a tenth of all new construction. The average (mean) effective rent for one-bedroom apartments in Activity Centers was \$1,875 at the end of 2021, eight percent higher than the regional average.

COG’s [Region Forward Vision](#) set a target for at least half of new households to be located within Activity Centers. In 2021, 84 percent of new rental units were within an Activity Center; multifamily rental construction has met and surpassed this target for each of the past 27 years.

Metrorail Station Walksheds

In 2021, 16 of the Washington Metropolitan Area Transit Authority’s 91 Metrorail stations had at least one apartment building built within a half-mile walk from a station entrance, with a total of 6,483 new units from 37 buildings. Construction in station areas increased 55 percent from 2020. The share of total regional construction within a Metro station walkshed climbed from 40 percent in 2020 to 47 percent in 2021.

The Bethesda station walkshed had the most construction in 2021 with five buildings and 1,166 new apartment units. The average (mean) effective rent for one-bedroom apartments within a half-mile walk of a station was \$2,090 at the end of 2021.



The Elm Apartments near the Bethesda Metro Station in Montgomery County (CoStar)

High-Capacity Transit Station Walksheds

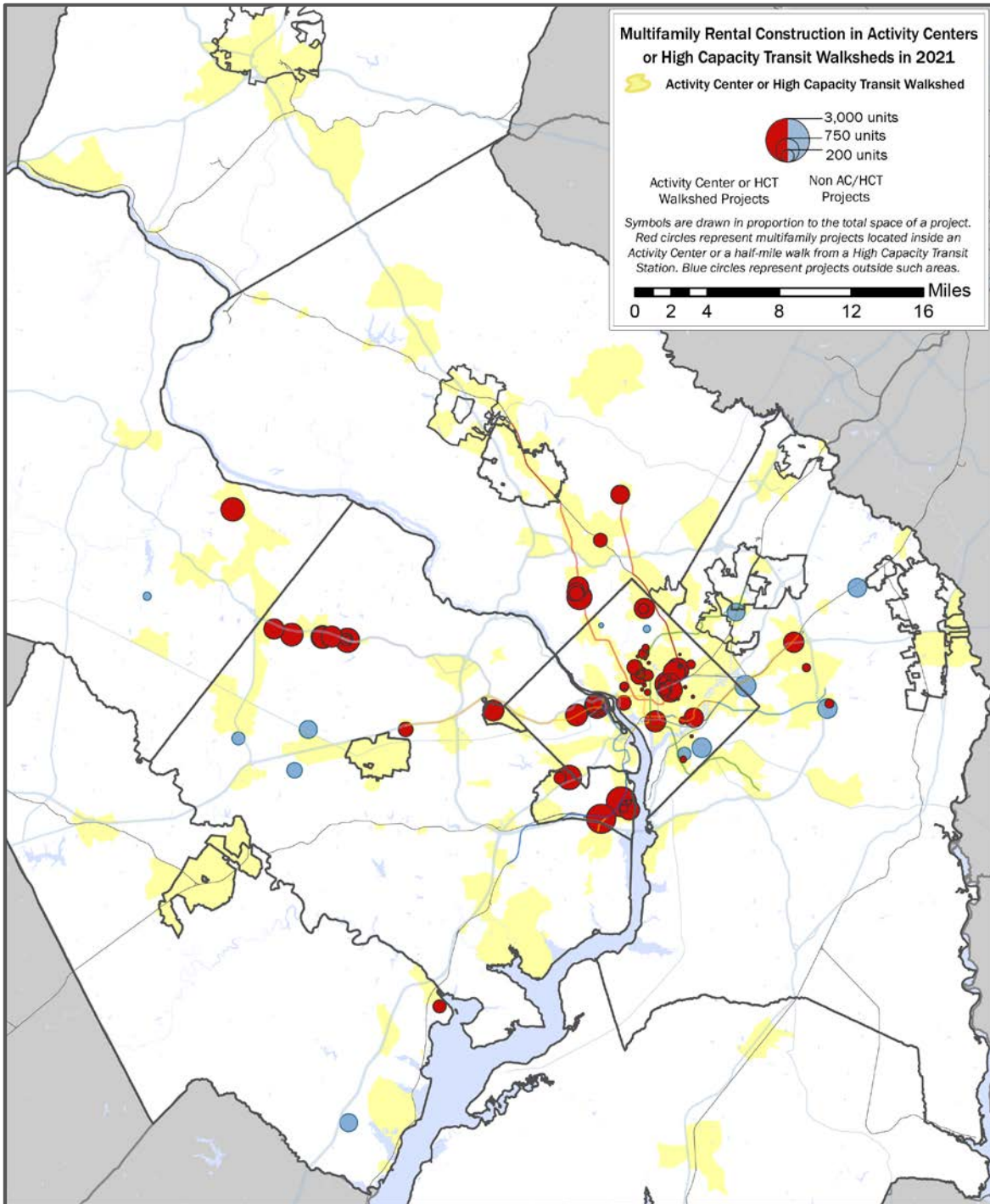
In 2019, the COG Board set housing goals that included a target of constructing 75 percent of new housing in Activity Centers or near one of the region’s high-capacity transit station areas (HCTs). Currently, there are [199 HCTs](#) in the COG region—including Metrorail, MARC, and VRE commuter rail, bus rapid transit, and streetcar stations.⁶

⁵ See Appendix B for a map of Activity Centers and Appendix C for Activity Center construction totals.

⁶ See Appendix D for Metrorail station area construction totals and an explanation of how the walkshed geography was calculated.

In 2021, 85 percent of new apartment units were located in an Activity Center or a half-mile walk from a HCT, mapped in Figure 13 below. Multifamily rental housing construction has met or exceeded the 75 percent housing target in each of the past 11 years.

Figure 13



Source: CoStar, COG

Construction by Number of Bedrooms in a Unit

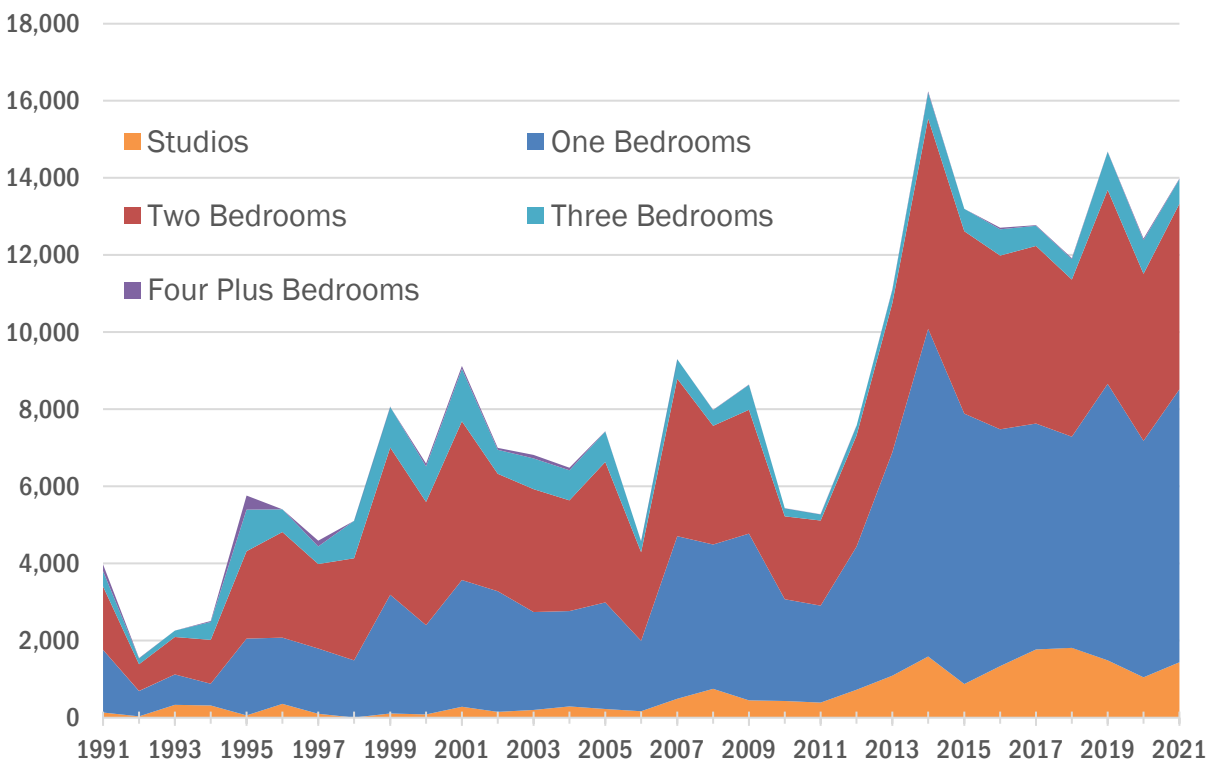
Most apartment units in the region have either one or two-bedrooms, and those two apartment styles continued to be the most common in 2021. The share of studio apartments has increased significantly since the beginning of the century. The square footage of an average one-bedroom apartment peaked in the mid-2000s and has declined by about 10 percent since the recession. The downsizing trend has been more pronounced in terms of the total number of rooms in the apartment. Historically, about 45 percent of apartments have fewer than two bedrooms; over the past five years, about 60 percent of new apartments do.

Figure 14. Existing Multifamily Rental Units Completed by Apartment Type and Year Built

Apartment Type	Prior to 2021		2021	
	Units	Share	Units	Share
Studio	51,011	8.6%	1,448	10.5%
One-Bedroom	256,964	43.3%	7,059	51.3%
Two-Bedrooms	236,599	39.9%	4,663	33.9%
Three-Bedrooms	46,111	7.8%	584	4.2%
Four-Plus Bedrooms	2,657	0.4%	10	0.1%

Source: CoStar

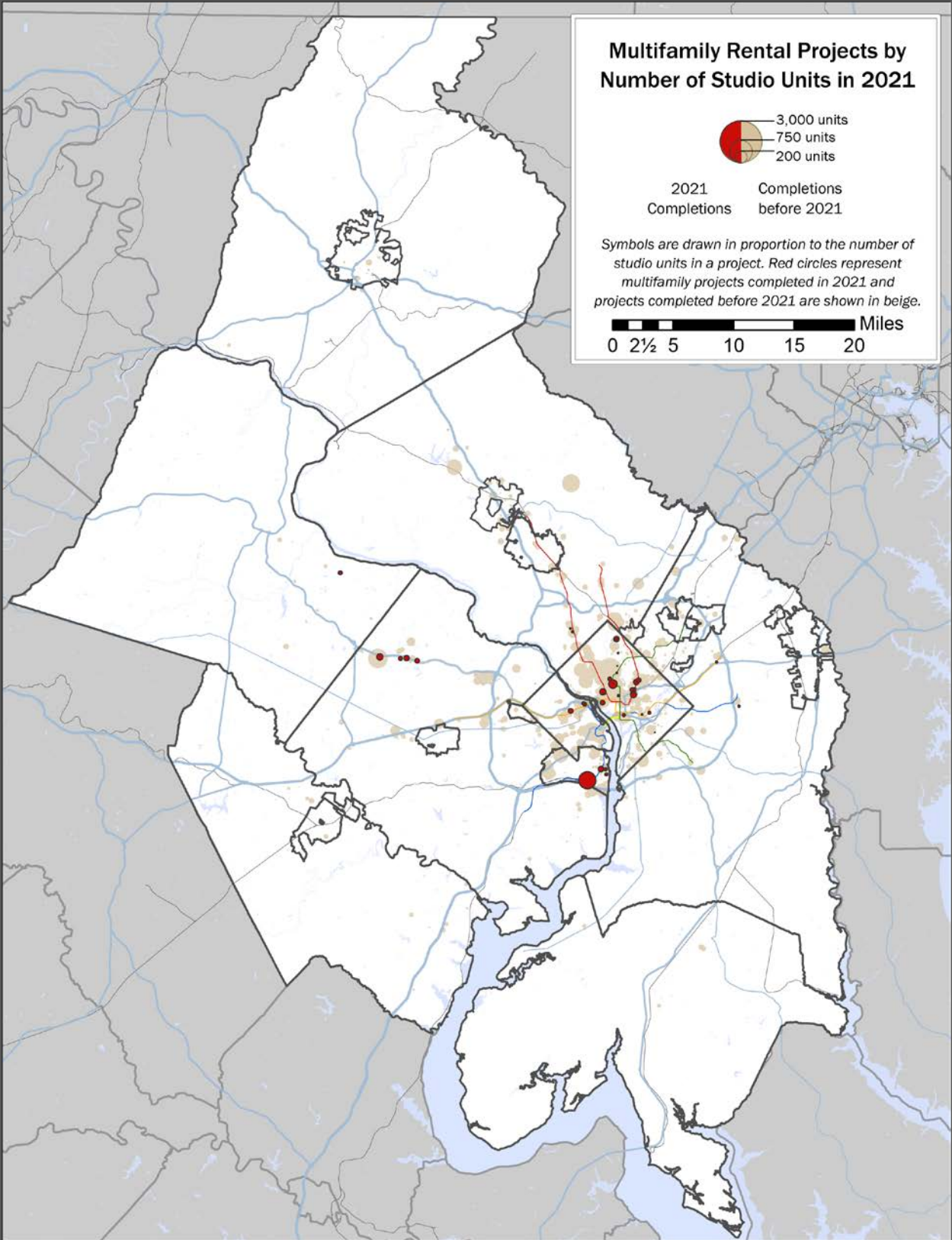
Figure 15. Number of New Units of Multifamily Rental Housing by Unit Size, 1991 - 2021



Note: This stacked area chart shows cumulative values.

Source: CoStar

Figure 16

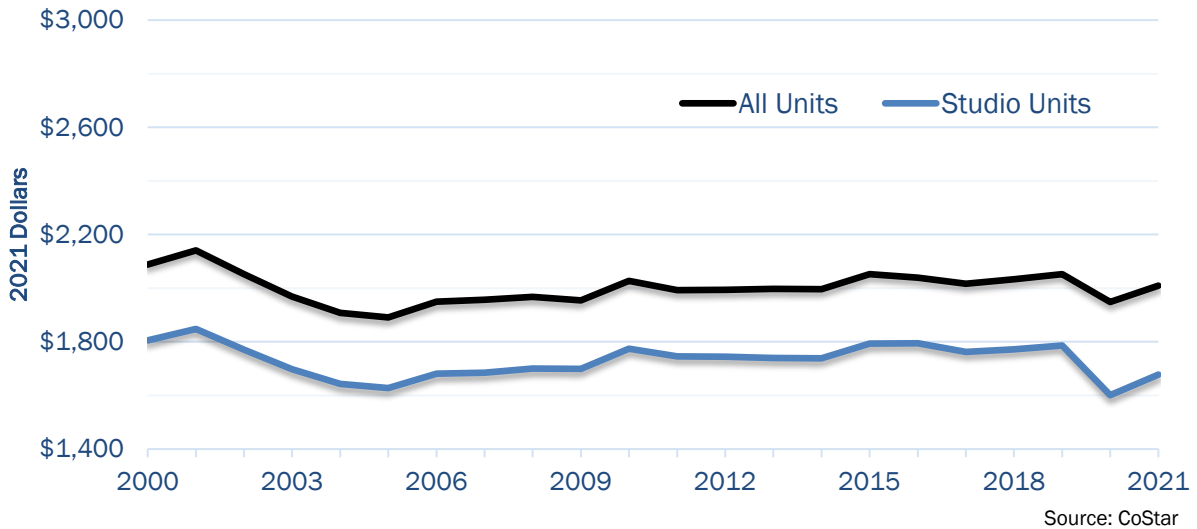


Source: CoStar

Studio Apartments

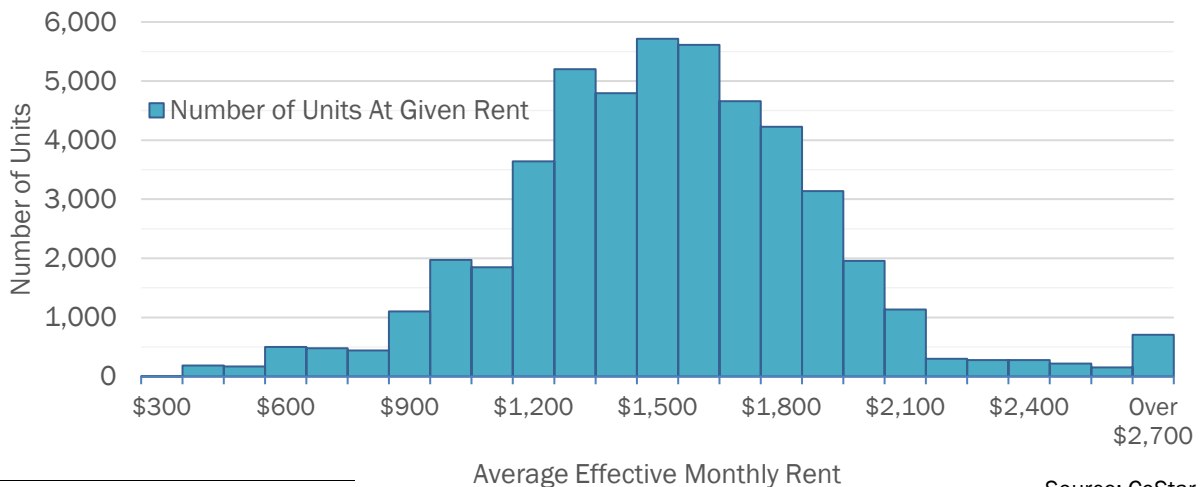
Construction of studio apartments increased by 37 percent from 2020 to 2021. Just under 70 percent of the 1,448 studio apartments built in 2021 were inside a Metrorail walkshed. The average (mean) effective rent for new studio apartments built in 2021 was \$1,768 per month, and new studio units had an average of 475 square feet in area.

Figure 17. Inflation-Adjusted Average Effective Rent for Studio Apartments, 2000 - 2021



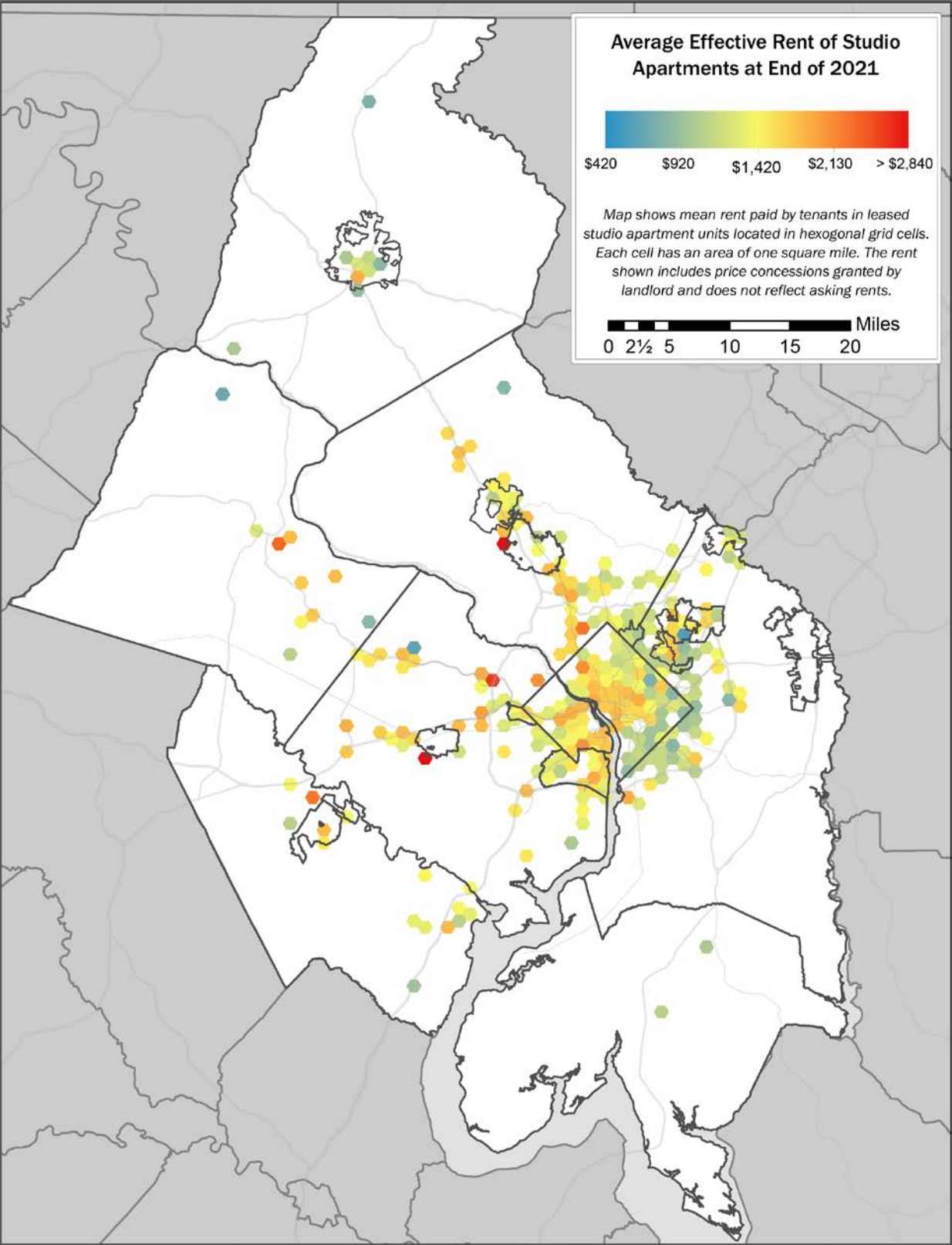
According to data from the American Housing Survey (AHS), the estimated 2021 median household income for renters of studio units in the Washington Metropolitan Statistical Area was \$68,300 per year. This is above the median income of one-bedroom unit renters, reflecting that studio units tend to be newer and located in the region’s higher-priced core. The median effective rent for all studio units in the region was \$1,488 at the end of 2021. The median effective rent in COG jurisdictions is about 26 percent of the median income of a studio renter, suggesting that typical studio renters are cost-burdened in the COG region⁷.

Figure 18. Effective Rents for Studio Apartments at End of 2021



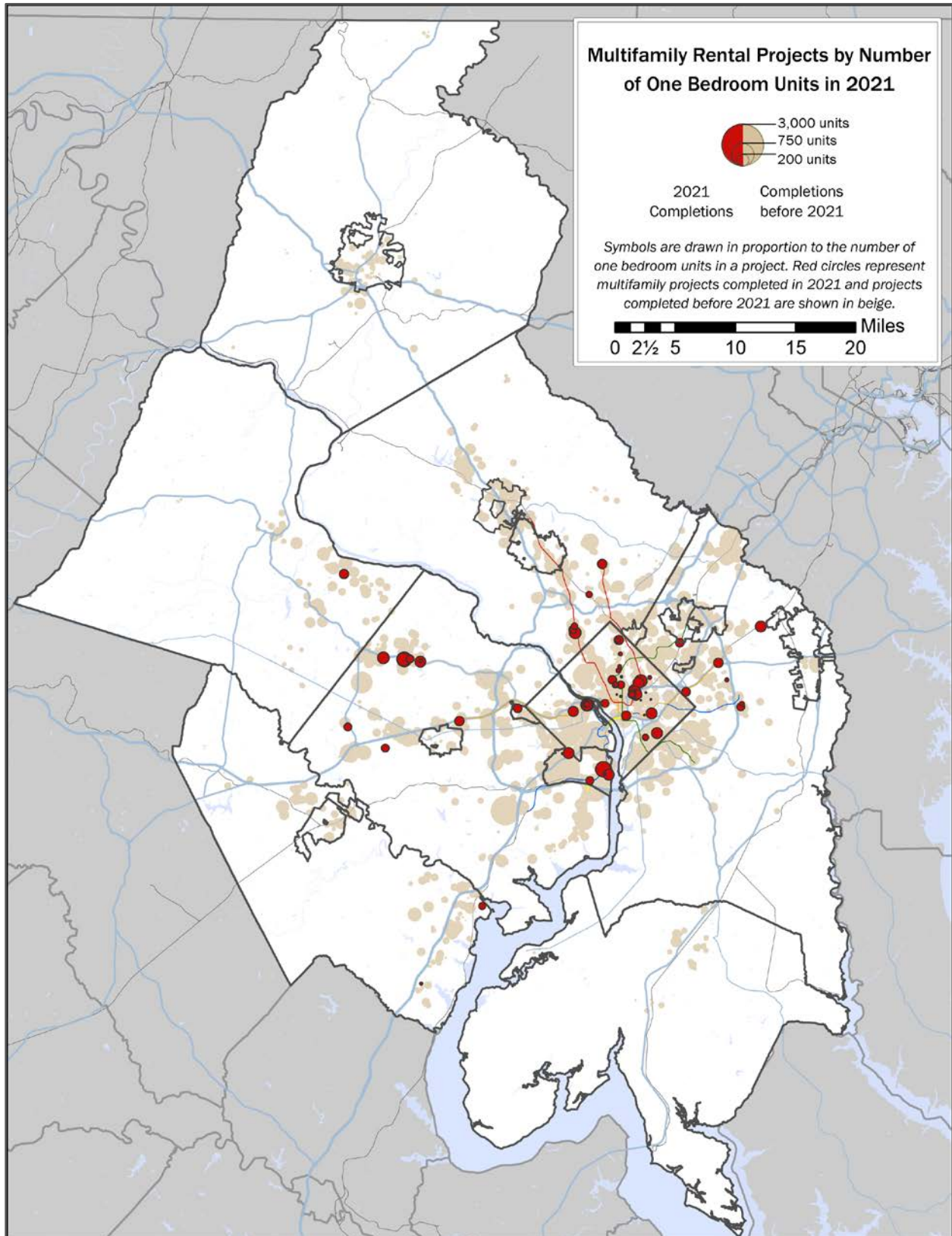
⁷ See Appendix G for cost-burdened threshold calculation methodology.

Figure 19



Source: CoStar

Figure 20

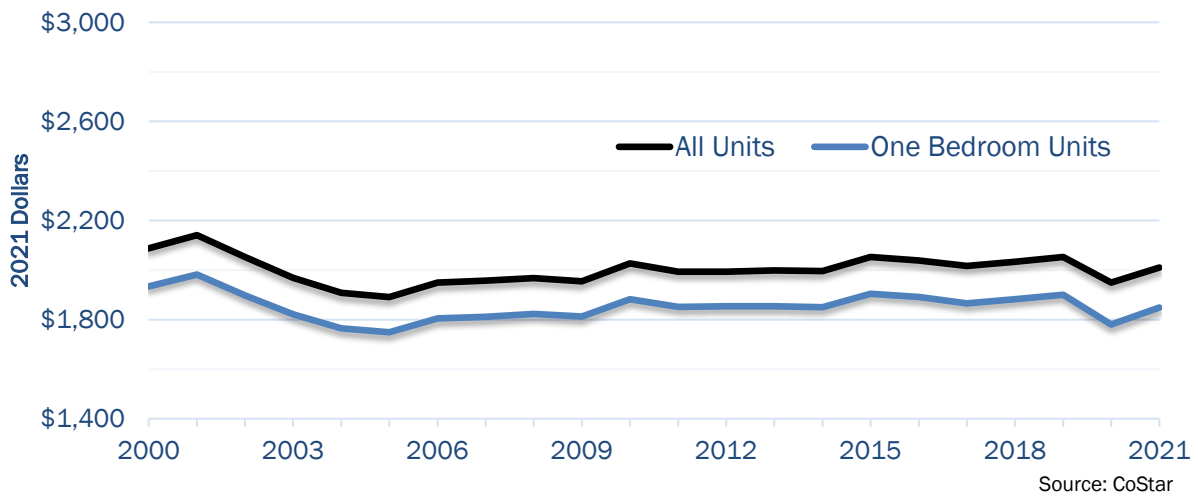


Source: CoStar

One-Bedroom Apartments

Construction of one-bedroom units grew by 16 percent from 2020 to 2021. One-bedroom apartments remained the most common apartment type built with new 7,059 units—51 percent of total construction. The average (mean) effective rent for one-bedroom apartment units built in 2021 was \$2,190 per month and the average area for new one-bedrooms was 701 square feet.

Figure 21. Inflation-Adjusted Average Effective Rent for One-Bedroom Apartments, 2000 - 2021



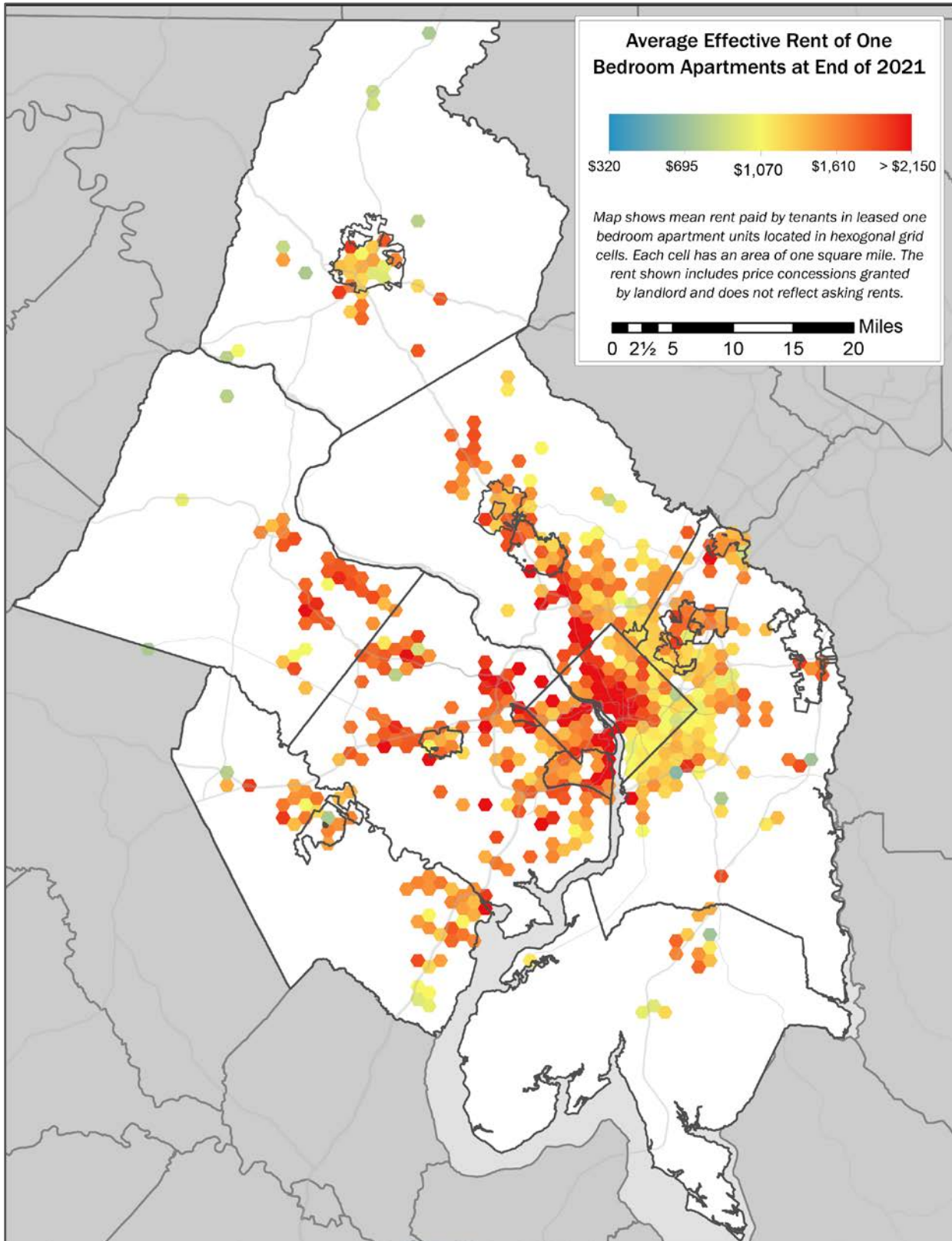
Data from the American Housing Survey places the 2021 median household income for one-bedroom renters in the MSA at \$51,400 per year. The median effective rent in COG jurisdictions is roughly 40 percent of the median income of a one-bedroom unit renter, suggesting that typical one-bedroom renters are cost-burdened in the COG region ⁸.

Figure 22. Effective Rents for One-Bedroom Apartments at End of 2021



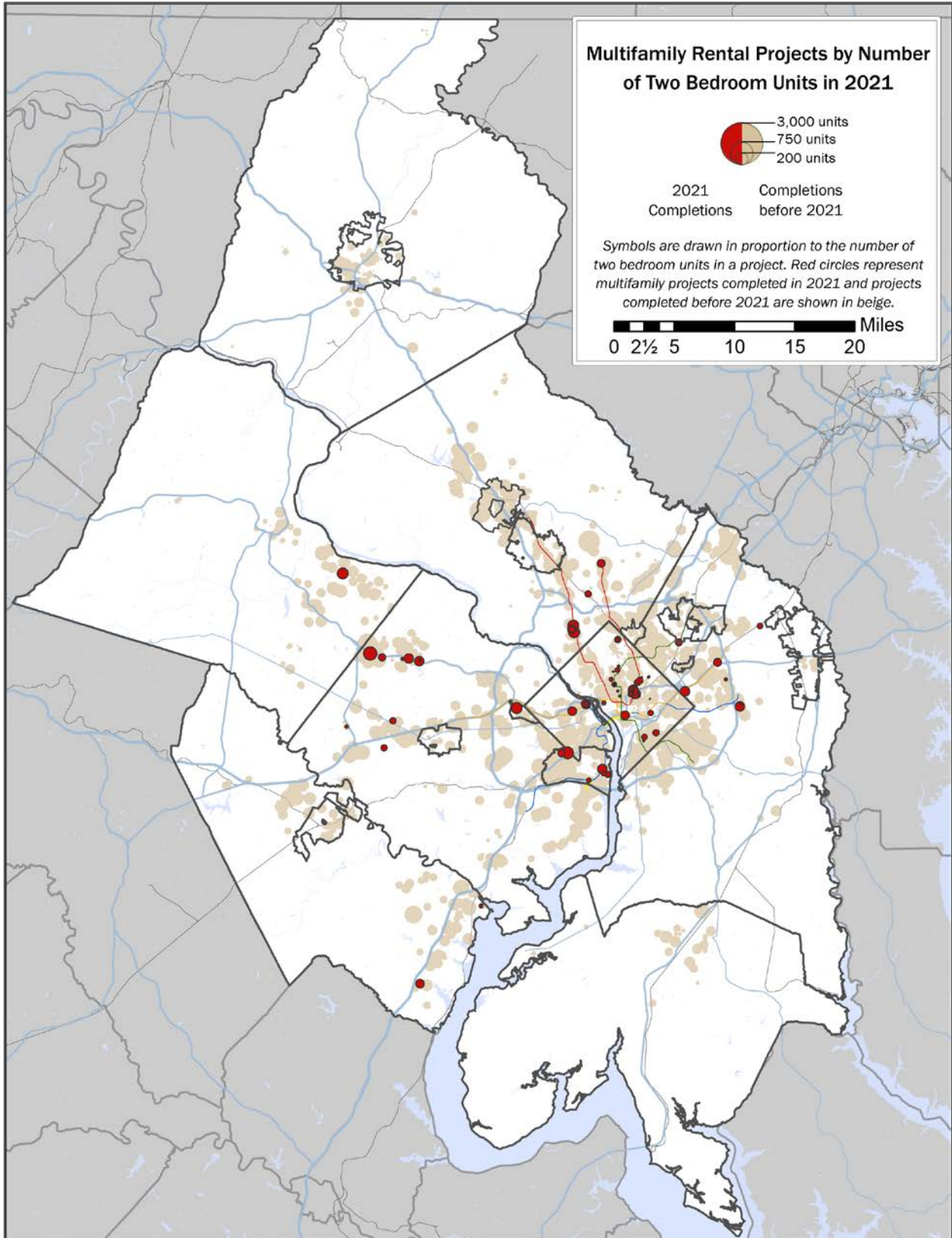
⁸ See Appendix G for cost-burdened threshold calculation methodology.

Figure 23



Source: CoStar

Figure 24

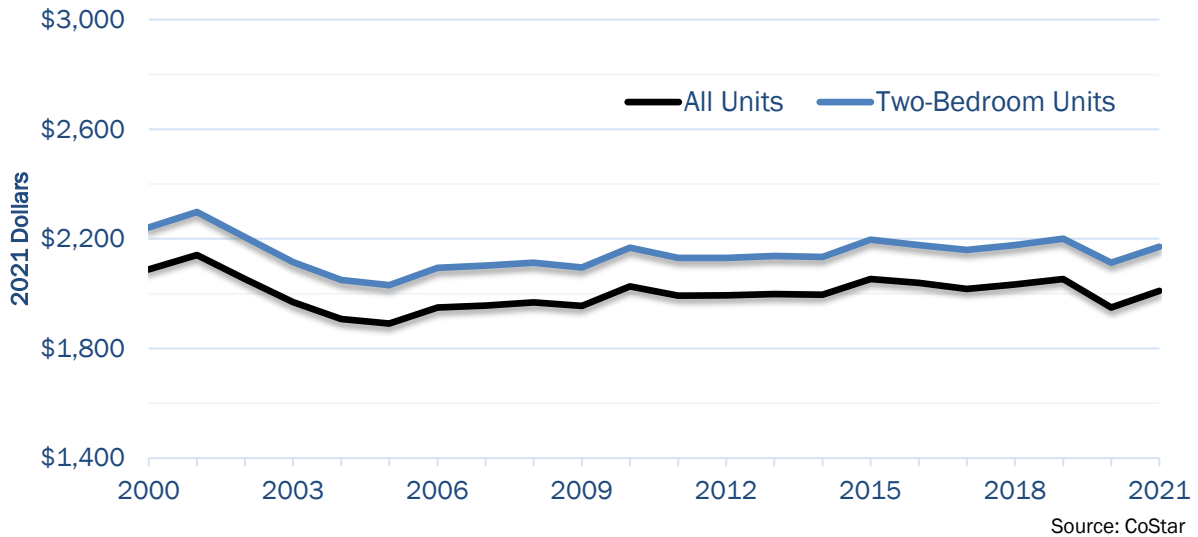


Source: CoStar

Two-Bedroom Apartments

Construction of two-bedroom apartment units increased 11 percent from 2020 to 2021. Two-bedroom units represented 34 percent of all multifamily rental construction, with 4,663 units built. The average (mean) effective rent for a two-bedroom unit built in 2021 was \$3,084 and the average area was 1,067 square feet.

Figure 25. Inflation-Adjusted Average Effective Rent for Two-Bedroom Apartments, 2000 - 2021



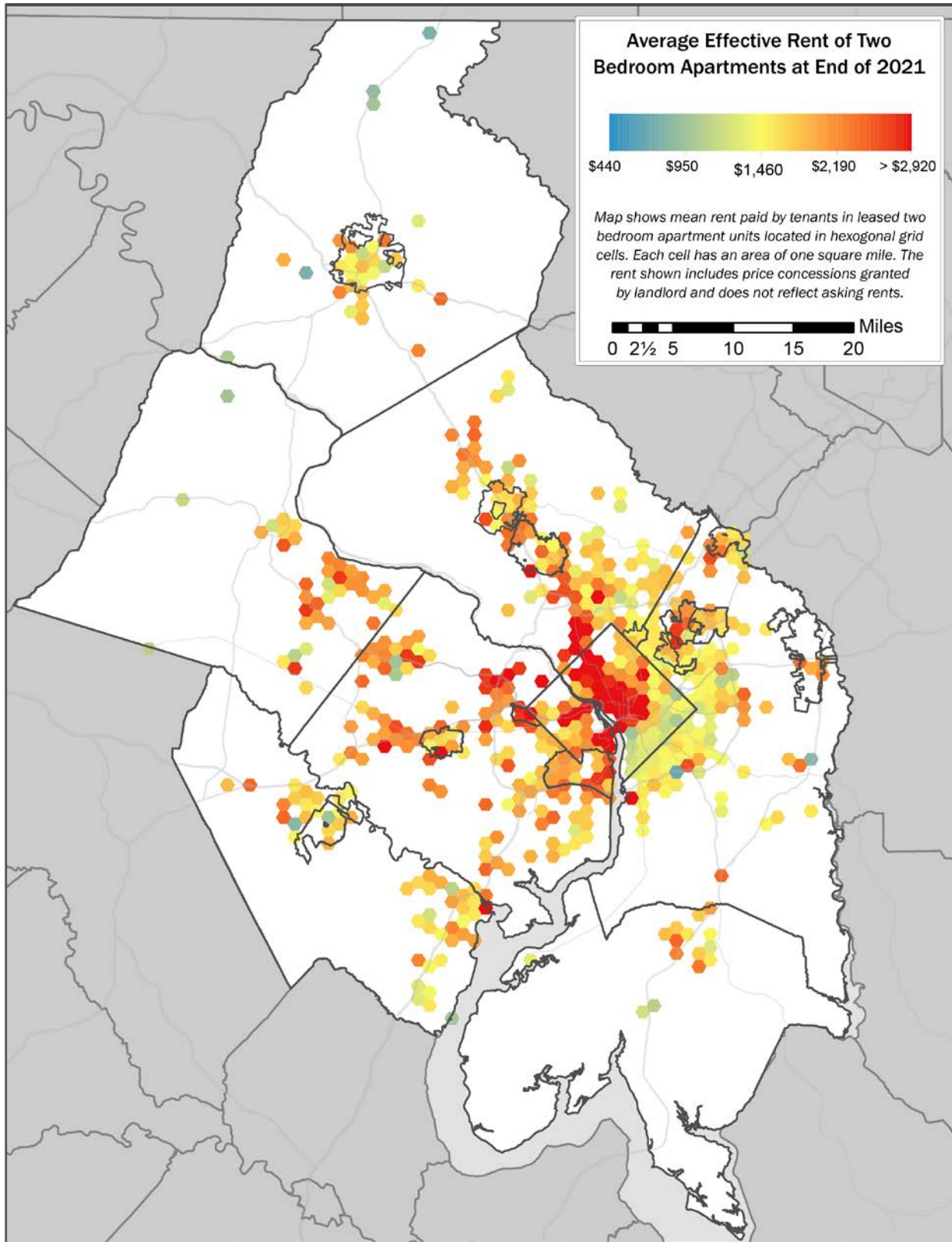
According to data from the American Housing Survey, the estimated median household income in 2021 for renters of two-bedroom units in the Washington Metropolitan Statistical Area was \$70,000 per year. The median effective rent for two-bedroom apartments in the region was \$1,882 at the end of 2021. The median effective rent in COG jurisdictions is approximately 32 percent of the median income of a two-bedroom apartment renter⁹.

Figure 26. Effective Rents for Two-Bedroom Apartments at End of 2021



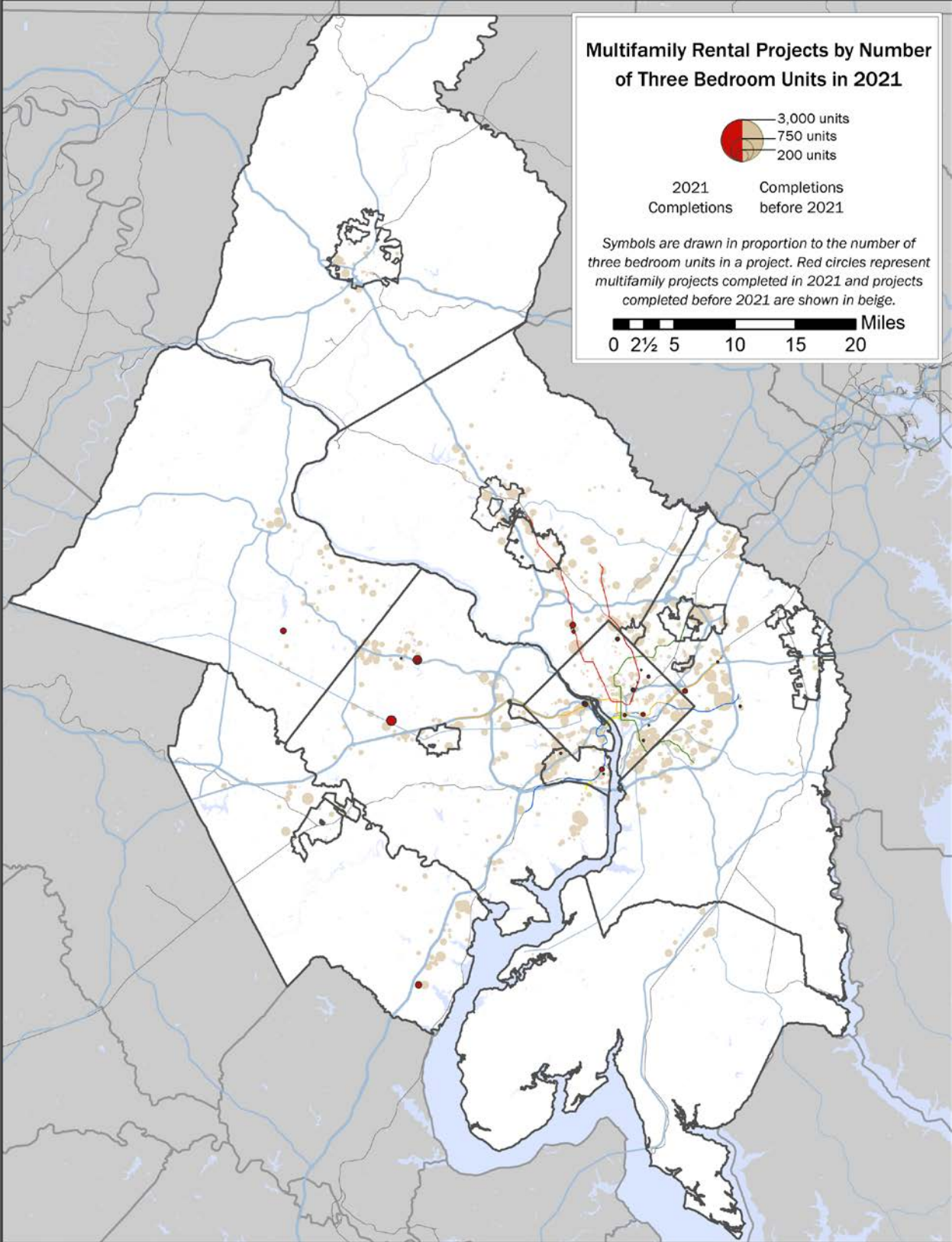
⁹ See Appendix G for cost-burdened threshold calculation methodology.

Figure 27



Source: CoStar

Figure 28

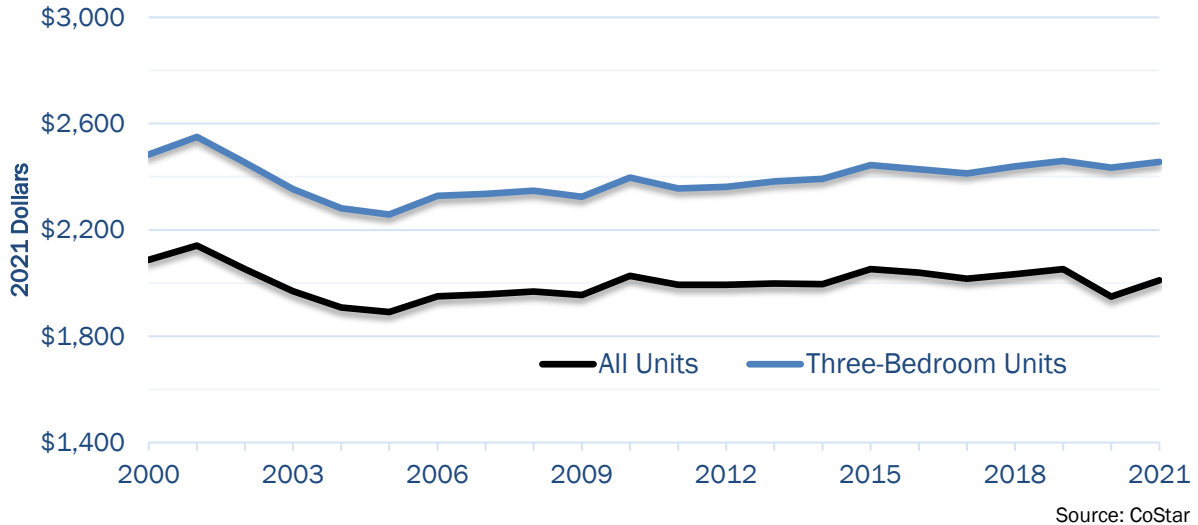


Source: CoStar

Three-Bedroom Apartments

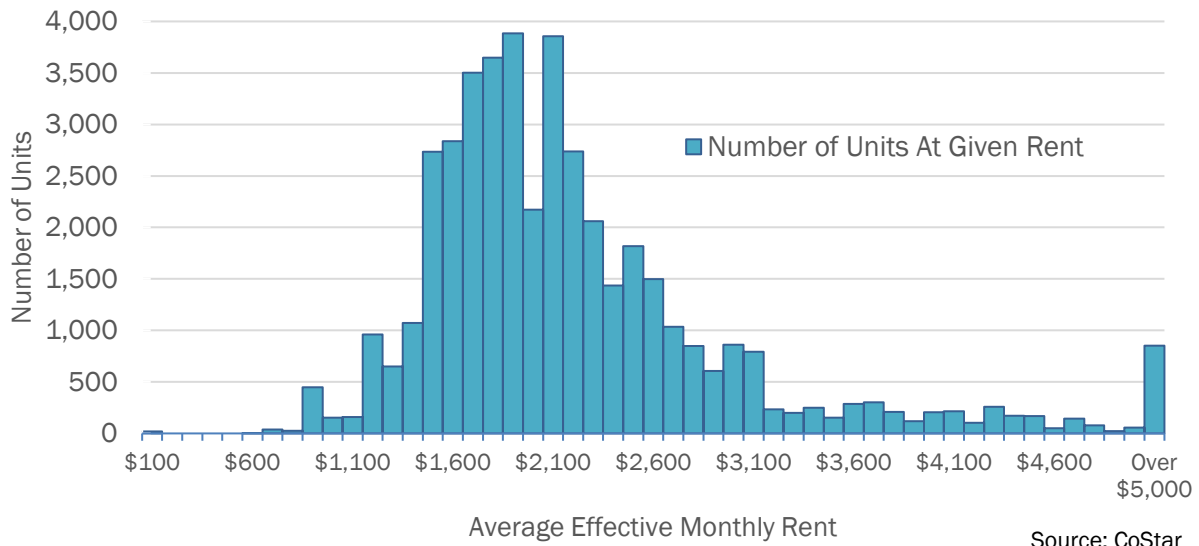
Construction of three-bedroom units declined by 26 percent from 2020 to 2021. The 584 units completed in 2021 accounted for four percent of all new construction in 2021. The average (mean) effective rent for new three-bedroom units built in 2021 was \$3,292 per month and the average new three-bedroom unit was 1,445 square feet.

Figure 29. Inflation-Adjusted Average Effective Rent for Three-Bedroom Apartments, 2000 - 2021



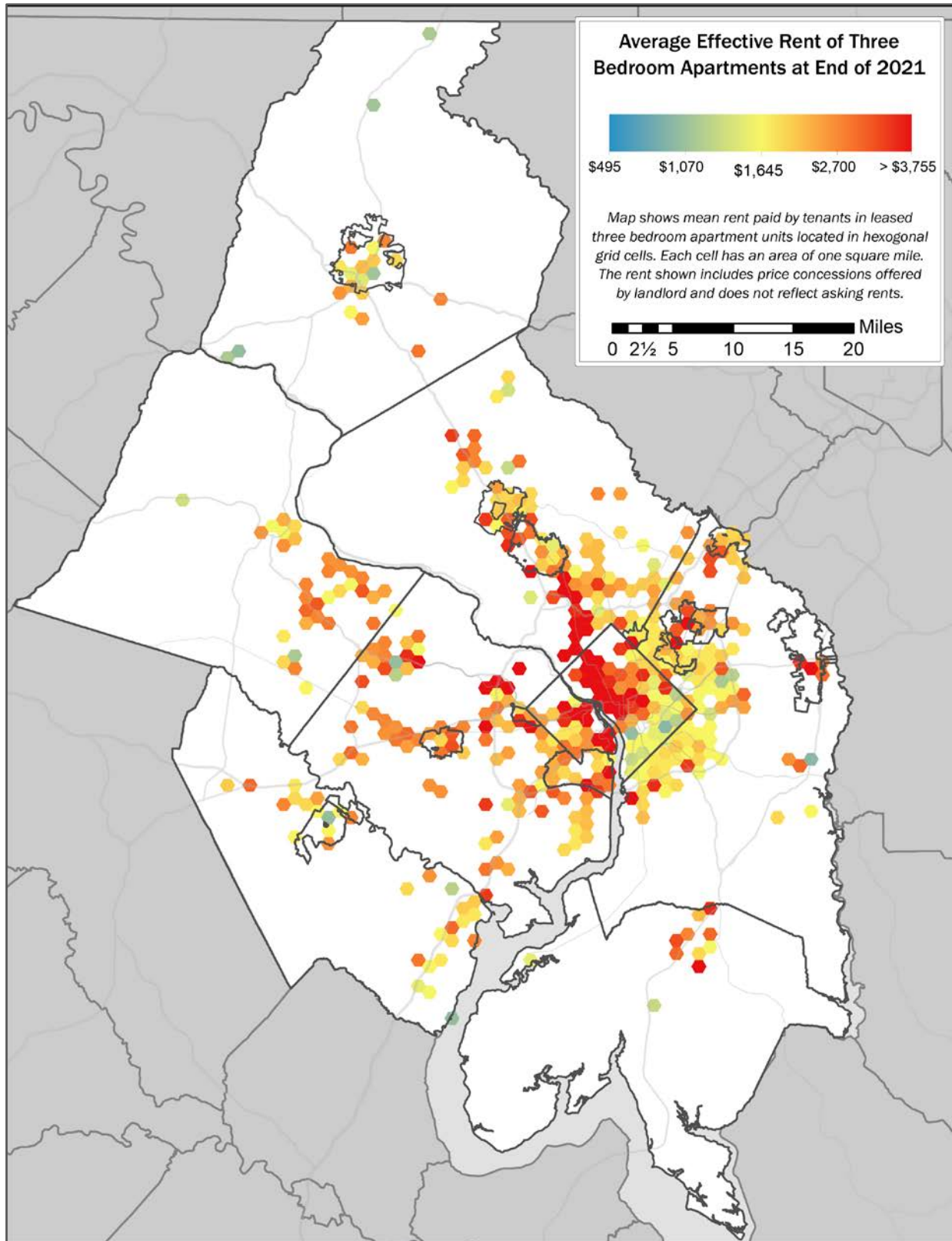
According to data from the American Housing Survey, the median household income in 2021 for renters of three-bedroom units in the Washington Metropolitan Statistical Area was \$79,000 per year. The median effective rent for three-bedroom apartments in the region was \$2,082 at the end of 2021. The median effective rent in COG jurisdictions is roughly 32 percent of the median income of a three-bedroom apartment renter¹⁰.

Figure 30. Effective Rents for Three-Bedroom Apartments at End of 2021



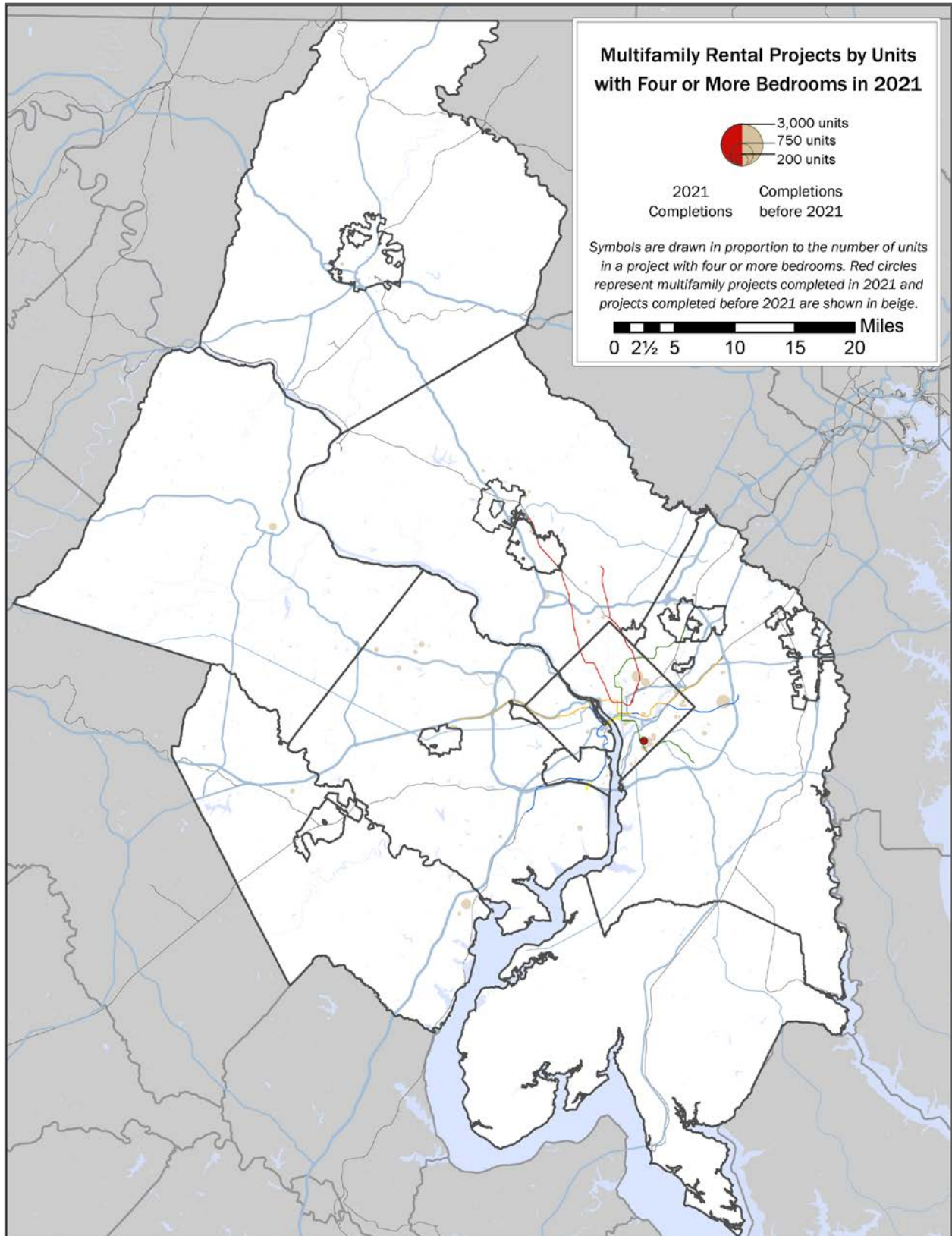
¹⁰ See Appendix G for cost-burdened threshold calculation methodology.

Figure 31



Source: CoStar

Figure 32

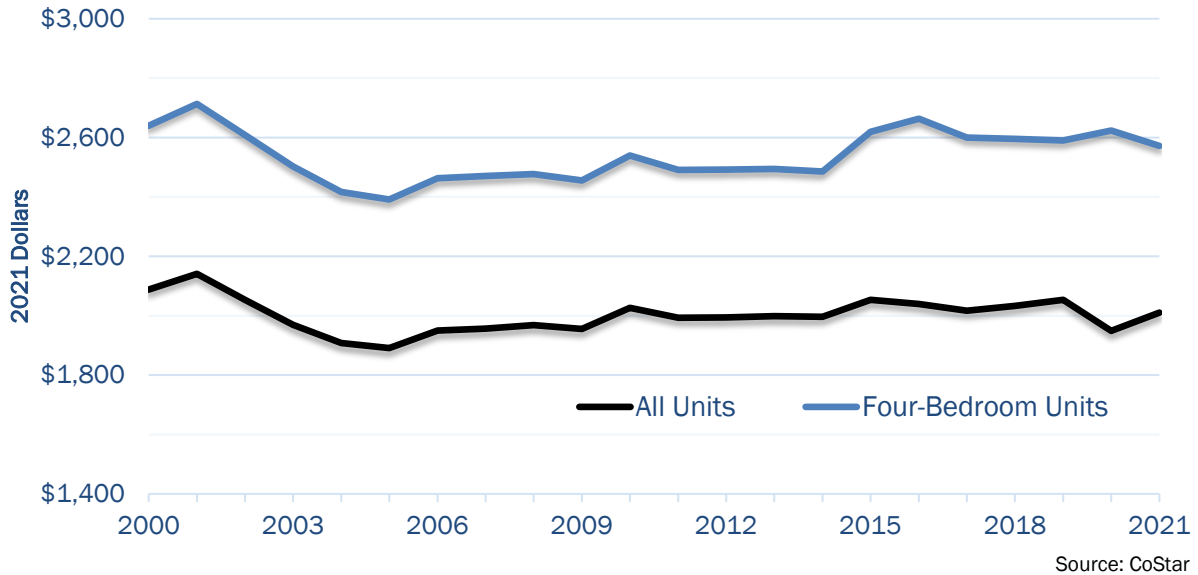


Source: CoSt-ar

Apartments with Four or More Bedrooms

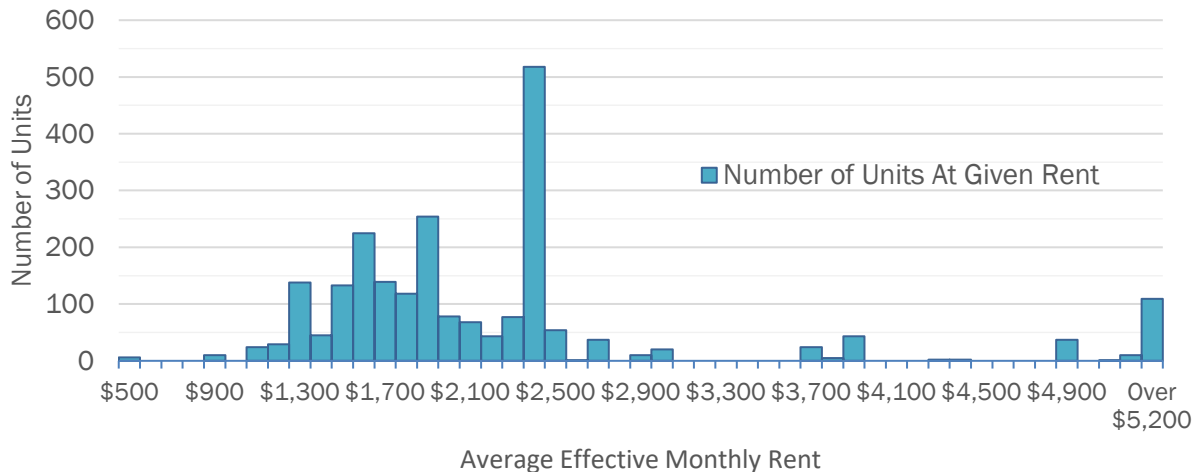
Apartment units with four or more bedrooms are not a significant part of the multifamily rental market. In 2021, The Robinson in the District of Columbia was the only such project completed, adding two buildings and ten, four or more-bedroom units to the region. The average (mean) effective rent for the new four-bedroom units built in 2021 was \$2,356 per month.

Figure 33. Inflation-Adjusted Average Effective Rent for Four-Bedroom Apartments, 2000 - 2021



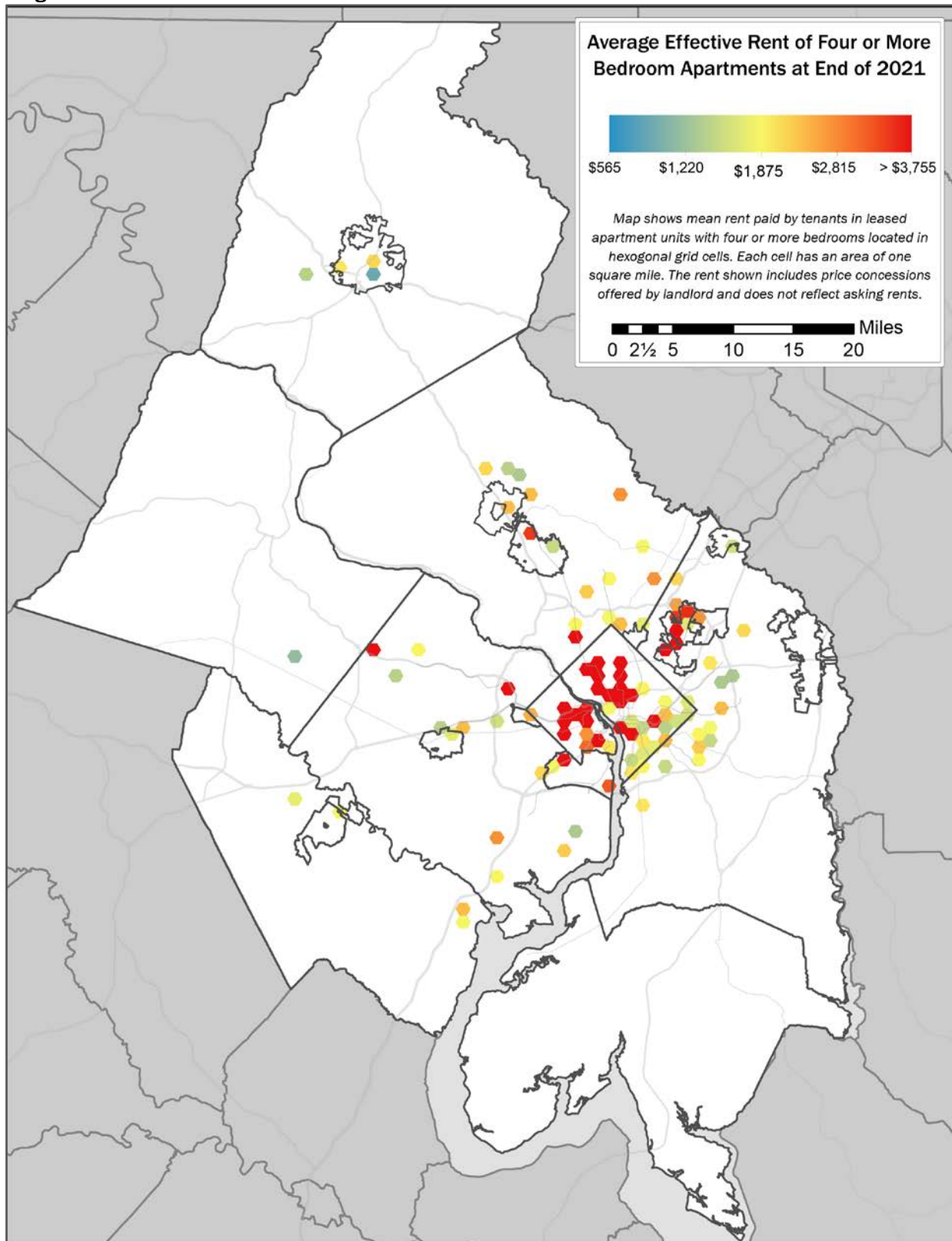
According to data from the American Housing Survey, the median household income in 2021 for renters of units with four or more bedrooms in the Washington Metropolitan Statistical Area was \$90,000 per year. The median effective rent for such apartment units in the region was \$2,035 at the end of 2021. The median effective rent in COG jurisdictions is around 27 percent of the median income of a four or more-bedroom apartment renter¹¹.

Figure 34. Effective Rents for Four-Bedroom Apartments at End of 2021



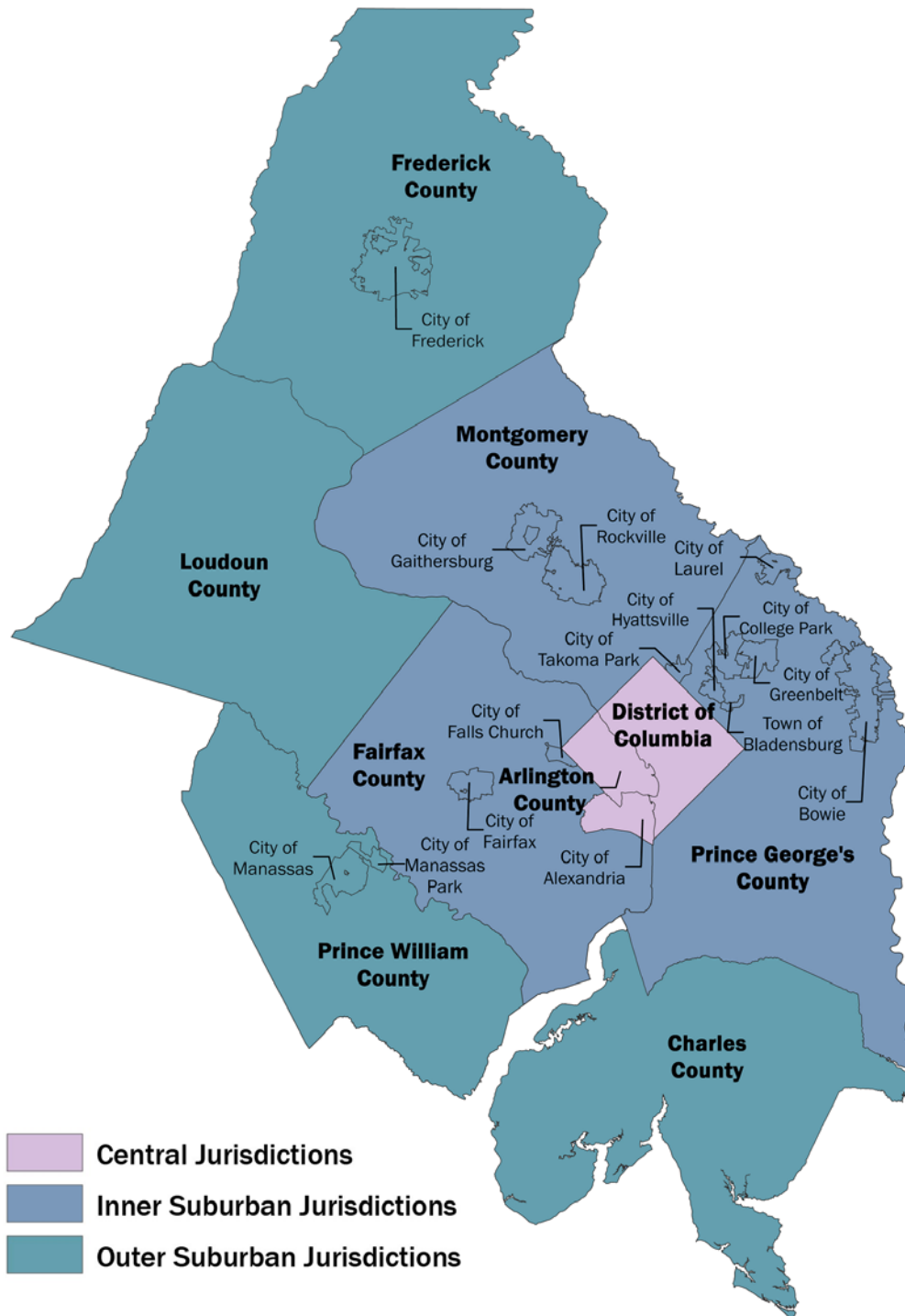
¹¹ See Appendix G for cost-burdened threshold calculation methodology.

Figure 35



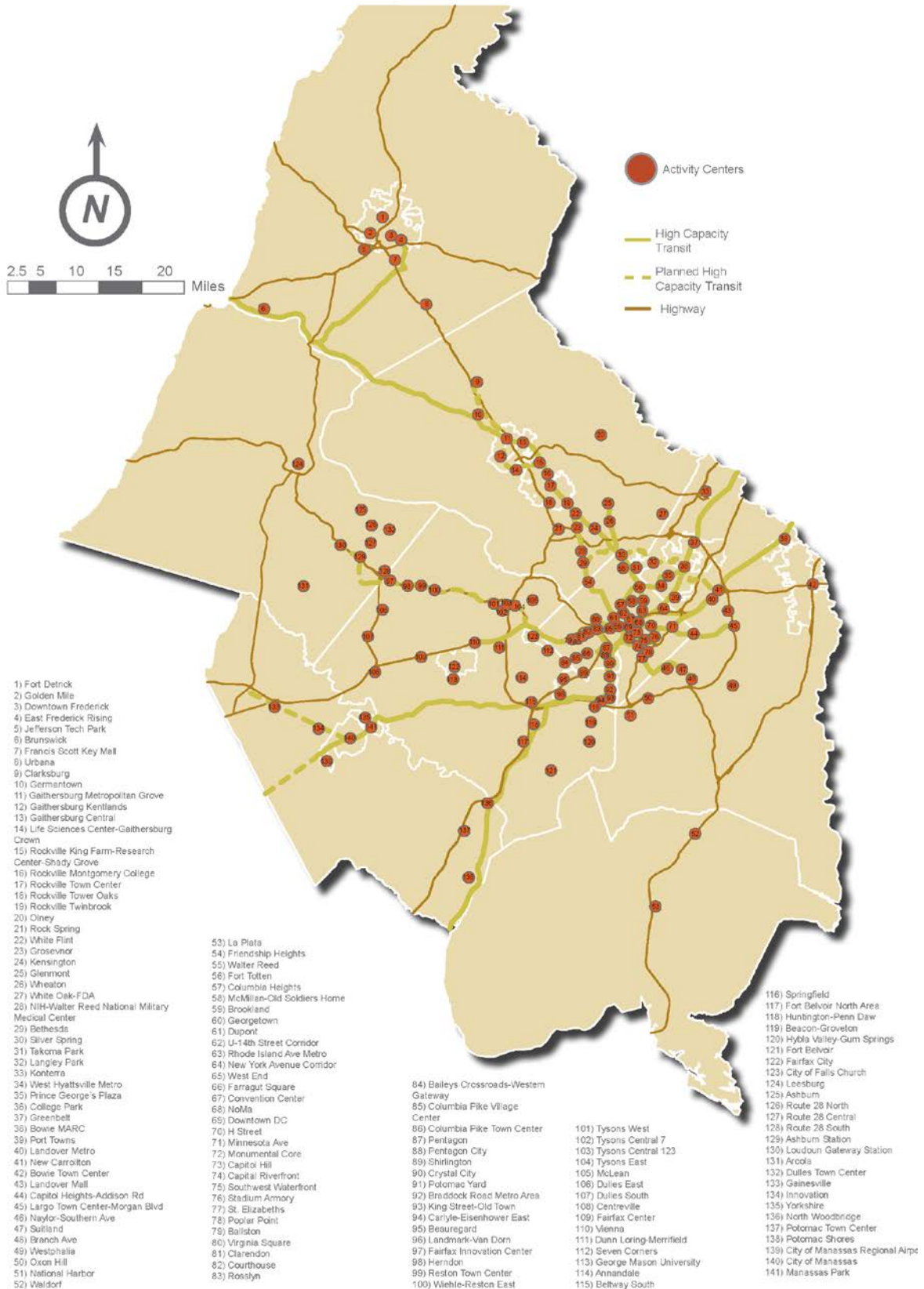
Source: CoStar

APPENDIX A. MAP OF REGIONAL “RING” JURISDICTIONAL GROUPINGS



APPENDIX B. REGIONAL ACTIVITY CENTERS MAP

Submitted to COG Board for Approval January 13, 2013



APPENDIX C. ACTIVITY CENTER TOTALS

Activity Center	Built Prior to 2021			2021 Completions			Average Effective Rent in 1 BR Units at End of 2021
	Buildings	Total Units	Regional Share	Buildings	Total Units	Regional Share	
Annandale	0	0	0.0%	0	0	0.0%	--
Arcola	10	376	0.1%	0	0	0.0%	\$1,669
Ashburn	57	1,600	0.3%	8	378	2.7%	\$1,881
Ashburn Station	92	2,792	0.5%	0	0	0.0%	\$1,911
Baileys Crossroads-Western Gateway	108	5,580	0.9%	0	0	0.0%	\$1,657
Ballston	93	6,068	1.0%	0	0	0.0%	\$2,289
Beacon-Groveton	1	290	0.0%	0	0	0.0%	\$1,820
Beauregard	281	8,464	1.4%	3	538	3.9%	\$1,751
Beltway South	7	498	0.1%	0	0	0.0%	\$1,816
Bethesda	165	7,579	1.3%	5	1,166	8.5%	\$2,102
Bowie MARC	0	0	0.0%	0	0	0.0%	--
Bowie Town Center	86	1,992	0.3%	0	0	0.0%	\$1,728
Braddock Road Metro Area	61	2,824	0.5%	7	966	7.0%	\$2,164
Branch Ave	51	960	0.2%	0	0	0.0%	\$1,319
Brookland	58	1,153	0.2%	4	87	0.6%	\$1,809
Brunswick	9	140	0.0%	0	0	0.0%	\$1,026
Capitol Heights-Addison Rd	96	1,107	0.2%	0	0	0.0%	\$1,024
Capitol Hill	92	1,464	0.2%	0	0	0.0%	\$2,258
Capitol Riverfront	25	242	0.0%	0	0	0.0%	\$2,030
Carlyle-Eisenhower East	34	4,062	0.7%	1	591	4.3%	\$2,087
Centreville	101	2,897	0.5%	0	0	0.0%	\$1,810
City of Falls Church	51	2,576	0.4%	1	322	2.3%	\$1,894
City of Manassas	140	2,497	0.4%	0	0	0.0%	\$1,446
City of Manassas Regional Airport	0	0	0.0%	0	0	0.0%	--
Clarendon	24	1,940	0.3%	2	333	2.4%	\$2,387
Clarksburg	30	722	0.1%	0	0	0.0%	\$1,829
College Park	4	299	0.1%	0	0	0.0%	\$1,883
Columbia Heights	306	11,980	2.0%	3	189	1.4%	\$1,910
Columbia Pike Town Center	154	4,561	0.8%	0	0	0.0%	\$1,743
Columbia Pike Village Center	150	3,370	0.6%	0	0	0.0%	\$1,555
Courthouse	79	5,826	1.0%	0	0	0.0%	\$2,152
Crystal City	32	8,385	1.4%	0	0	0.0%	\$2,133

Activity Center	Built Prior to 2021			2021 Completions			Average Effective Rent in 1 BR Units at End of 2021
	Buildings	Total Units	Regional Share	Buildings	Total Units	Regional Share	
Downtown DC	98	10,458	1.8%	0	0	0.0%	\$2,252
Downtown Frederick	111	1,784	0.3%	0	0	0.0%	\$1,196
Dulles East	1	342	0.1%	0	0	0.0%	\$1,794
Dulles South	16	672	0.1%	0	0	0.0%	\$2,129
Dulles Town Center	41	1,622	0.3%	0	0	0.0%	\$1,839
Dunn Loring-Merrifield	166	4,763	0.8%	0	0	0.0%	\$1,881
Dupont	196	8,019	1.4%	0	0	0.0%	\$2,447
East Frederick Rising	13	136	0.0%	0	0	0.0%	\$731
Fairfax Center	222	7,119	1.2%	0	0	0.0%	\$1,817
Fairfax City	94	1,682	0.3%	0	0	0.0%	\$1,861
Fairfax Innovation Center	99	3,850	0.6%	0	0	0.0%	\$1,829
Farragut Square	36	4,095	0.7%	0	0	0.0%	\$2,492
Fort Belvoir	4	370	0.1%	0	0	0.0%	\$1,744
Fort Belvoir North Area	0	0	0.0%	0	0	0.0%	--
Fort Detrick	38	643	0.1%	0	0	0.0%	\$1,325
Fort Totten	44	2,052	0.3%	0	0	0.0%	\$1,828
Francis Scott Key Mall	25	159	0.0%	0	0	0.0%	\$1,295
Friendship Heights	15	2,344	0.4%	0	0	0.0%	\$2,053
Gainesville	1	200	0.0%	0	0	0.0%	\$1,961
Gaithersburg Central	181	2,957	0.5%	0	0	0.0%	\$1,449
Gaithersburg Kentlands	25	712	0.1%	0	0	0.0%	\$1,977
Gaithersburg Metropolitan Grove	71	1,216	0.2%	0	0	0.0%	\$1,530
George Mason University	0	0	0.0%	0	0	0.0%	--
Georgetown	130	1,462	0.2%	0	0	0.0%	\$1,753
Germantown	290	5,116	0.9%	0	0	0.0%	\$1,670
Glenmont	108	1,233	0.2%	3	254	1.8%	\$1,591
Golden Mile	241	3,850	0.6%	0	0	0.0%	\$1,401
Greenbelt	80	3,200	0.5%	0	0	0.0%	\$1,577
Grosvenor	14	1,508	0.3%	0	0	0.0%	\$2,047
H Street	233	4,163	0.7%	3	28	0.2%	\$1,428
Hemdon	64	2,205	0.4%	1	375	2.7%	\$1,847
Huntington-Penn Daw	85	2,706	0.5%	0	0	0.0%	\$1,704
Hybla Valley-Gum Springs	10	294	0.0%	0	0	0.0%	\$1,019
Innovation	34	248	0.0%	0	0	0.0%	--
Jefferson Tech Park	6	228	0.0%	0	0	0.0%	\$1,975
Kensington	28	467	0.1%	1	135	1.0%	\$1,922

Activity Center	Built Prior to 2021			2021 Completions			Average Effective Rent in 1 BR Units at End of 2021
	Buildings	Total Units	Regional Share	Buildings	Total Units	Regional Share	
King Street-Old Town	50	679	0.1%	0	0	0.0%	\$1,456
Konterra	11	419	0.1%	0	0	0.0%	\$2,095
La Plata	43	416	0.1%	0	0	0.0%	\$1,165
Landmark-Van Dorn	146	7,704	1.3%	0	0	0.0%	\$1,641
Landover Mall	143	2,540	0.4%	1	55	0.4%	\$1,441
Landover Metro	157	2,684	0.5%	0	0	0.0%	\$1,327
Langley Park	368	4,177	0.7%	0	0	0.0%	\$1,313
Largo Town Center-Morgan Blvd	150	3,111	0.5%	1	64	0.5%	\$1,671
Leesburg	60	1,553	0.3%	0	0	0.0%	\$1,564
Life Sciences Center-Gaithersburg Crown	101	4,042	0.7%	0	0	0.0%	\$1,925
Loudoun Gateway Station	0	0	0.0%	0	0	0.0%	--
Manassas Park	50	1,361	0.2%	0	0	0.0%	\$1,649
McLean	1	256	0.0%	0	0	0.0%	\$2,125
McMillan-Old Soldiers Home	52	727	0.1%	1	10	0.1%	\$1,452
Minnesota Ave	215	4,861	0.8%	0	0	0.0%	\$1,136
Monumental Core	35	3,344	0.6%	0	0	0.0%	\$2,360
National Harbor	1	262	0.0%	0	0	0.0%	\$2,430
Naylor-Southern Ave	81	2,659	0.4%	0	0	0.0%	\$1,356
New Carrollton	143	2,669	0.4%	1	282	2.0%	\$1,467
New York Avenue Corridor	41	1,491	0.3%	0	0	0.0%	\$1,515
NIH-Walter Reed Nat'l Mil Medical Ctr	0	0	0.0%	0	0	0.0%	--
NoMa	123	10,304	1.7%	9	1,428	10.4%	\$2,156
North Woodbridge	16	693	0.1%	1	125	0.9%	\$2,085
Olney	32	321	0.1%	0	0	0.0%	\$1,276
Oxon Hill	36	697	0.1%	0	0	0.0%	\$1,572
Pentagon	0	0	0.0%	0	0	0.0%	--
Pentagon City	18	5,744	1.0%	0	0	0.0%	\$2,172
Poplar Point	181	3,635	0.6%	1	8	0.1%	\$1,139
Port Towns	49	678	0.1%	0	0	0.0%	\$1,315
Potomac Shores	80	1,206	0.2%	0	0	0.0%	\$1,486
Potomac Town Center	7	1,232	0.2%	0	0	0.0%	\$1,867
Potomac Yard	31	2,589	0.4%	0	0	0.0%	\$1,982
Prince George's Plaza	67	3,090	0.5%	0	0	0.0%	\$1,680
Reston Town Center	8	1,605	0.3%	1	353	2.6%	\$2,205
Rhode Island Ave Metro	65	3,632	0.6%	4	699	5.1%	\$1,532
Rock Spring	24	672	0.1%	0	0	0.0%	\$1,980
Rockville King Farm-Research Ctr-Shady Grove	46	2,323	0.4%	0	0	0.0%	\$1,786
Rockville Montgomery College	24	331	0.1%	0	0	0.0%	\$1,735

Activity Center	Built Prior to 2021			2021 Completions			Average Effective Rent in 1 BR Units at End of 2021
	Buildings	Total Units	Regional Share	Buildings	Total Units	Regional Share	
Rockville Tower Oaks	0	0	0.0%	0	0	0.0%	--
Rockville Town Center	24	1,760	0.3%	0	0	0.0%	\$1,851
Rockville Twinbrook	71	4,093	0.7%	0	0	0.0%	\$1,681
Rosslyn	81	3,787	0.6%	3	1,035	7.5%	\$2,272
Route 28 Central	0	0	0.0%	0	0	0.0%	--
Route 28 North	2	429	0.1%	0	0	0.0%	\$1,922
Route 28 South	0	0	0.0%	0	0	0.0%	--
Seven Corners	137	1,395	0.2%	0	0	0.0%	\$1,544
Shirlington	20	1,619	0.3%	0	0	0.0%	\$2,035
Silver Spring	259	14,605	2.5%	0	0	0.0%	\$1,715
Southwest Waterfront	96	2,433	0.4%	2	315	2.3%	\$1,788
Springfield	57	1,198	0.2%	0	0	0.0%	\$1,781
St. Elizabeth's	111	2,348	0.4%	2	32	0.2%	\$1,081
Stadium Armory	139	2,172	0.4%	1	262	1.9%	\$1,754
Suitland	247	3,577	0.6%	0	0	0.0%	\$1,337
Takoma Park	76	1,937	0.3%	0	0	0.0%	\$1,183
Tysons Central 123	49	3,605	0.6%	0	0	0.0%	\$2,208
Tysons Central 7	18	1,152	0.2%	0	0	0.0%	\$2,224
Tysons East	81	1,568	0.3%	0	0	0.0%	\$2,003
Tysons West	3	1,101	0.2%	0	0	0.0%	\$1,968
U-14th Street Corridor	194	8,522	1.4%	3	384	2.8%	\$2,279
Urbana	8	355	0.1%	0	0	0.0%	\$1,844
Vienna	14	803	0.1%	0	0	0.0%	\$1,808
Virginia Square	49	2,665	0.4%	0	0	0.0%	\$2,087
Waldorf	4	62	0.0%	0	0	0.0%	\$1,670
Walter Reed	119	3,118	0.5%	1	301	2.2%	\$1,433
West End	36	4,123	0.7%	1	158	1.1%	\$2,534
West Hyattsville Metro	263	3,799	0.6%	0	0	0.0%	\$1,277
Westphalia	0	0	0.0%	0	0	0.0%	--
Wheaton	69	2,357	0.4%	0	0	0.0%	\$1,757
White Flint	45	3,163	0.5%	0	0	0.0%	\$2,057
White Oak-FDA	118	3,151	0.5%	0	0	0.0%	\$1,420
Wiehle-Reston East	4	1,505	0.3%	2	713	5.2%	\$1,953
Yorkshire	23	517	0.1%	0	0	0.0%	\$1,389
<i>Inside of Activity Centers Total</i>	<i>10,289</i>	<i>340,745</i>	<i>57.4%</i>	<i>77</i>	<i>11,586</i>	<i>84.2%</i>	<i>\$1,875</i>
<i>Outside of Activity Centers Total</i>	<i>14,867</i>	<i>252,597</i>	<i>42.6%</i>	<i>33</i>	<i>2,178</i>	<i>15.8%</i>	<i>\$1,527</i>
Regional Total	25,156	593,342	100.0%	110	13,764	100.0%	\$1,740

APPENDIX D. METRO STATION WALKSHED TOTALS

Metrorail Station Half-Mile Walkshed	Built Prior to 2021			2021 Completions			Percent Built Since Station Opened	Avg. 1 BR Rent in 2021
	Buildings	Units	Regional Share	Buildings	Units	Regional Share		
Addison Road-Seat Pleasant	12	221	0.0%	0	0	0.0%	0%	\$1,192
Anacostia	48	926	0.2%	0	0	0.0%	40%	\$1,159
Archives-Navy Mem-Penn Qtr	8	890	0.1%	0	0	0.0%	97%	\$2,626
Arlington Cemetery	0	0	0.0%	0	0	0.0%	--	--
Ballston-MU	49	6,907	1.2%	0	0	0.0%	95%	\$2,312
Benning Road	107	1,573	0.3%	0	0	0.0%	13%	\$1,105
Bethesda	42	3,922	0.7%	5	1,166	8.5%	63%	\$2,335
Braddock Road	63	2,214	0.4%	6	680	4.9%	80%	\$2,040
Branch Avenue	17	1,769	0.3%	0	0	0.0%	100%	\$1,943
Brookland-CUA	32	910	0.2%	1	7	0.1%	80%	\$2,076
Capitol Heights	26	600	0.1%	0	0	0.0%	70%	\$1,053
Capitol South	32	408	0.1%	0	0	0.0%	0%	\$1,887
Cheverly	0	0	0.0%	0	0	0.0%	--	--
Clarendon	30	2,970	0.5%	2	333	2.4%	91%	\$2,296
Cleveland Park	31	2,704	0.5%	0	0	0.0%	7%	\$2,128
College Park-Univ of Maryland	18	177	0.0%	0	0	0.0%	0%	\$981
Columbia Heights	202	8,012	1.4%	3	189	1.4%	19%	\$1,963
Congress Heights	208	2,446	0.4%	0	0	0.0%	33%	\$1,053
Court House	97	6,128	1.0%	0	0	0.0%	89%	\$2,193
Crystal City	20	5,771	1.0%	0	0	0.0%	53%	\$2,090
Deanwood	56	770	0.1%	0	0	0.0%	0%	\$1,022
Dunn Loring-Merrifield	69	2,240	0.4%	0	0	0.0%	68%	\$1,768
Dupont Circle	122	5,250	0.9%	0	0	0.0%	21%	\$2,500
East Falls Church	1	208	0.0%	0	0	0.0%	100%	\$2,469
Eastern Market	74	1,223	0.2%	0	0	0.0%	27%	\$1,863
Eisenhower Avenue	8	2,036	0.3%	1	591	4.3%	100%	\$2,091
Farragut North	15	2,089	0.4%	0	0	0.0%	25%	\$2,401
Farragut West	11	1,160	0.2%	0	0	0.0%	41%	\$2,848
Federal Center SW	4	501	0.1%	0	0	0.0%	39%	\$2,462
Federal Triangle	3	144	0.0%	0	0	0.0%	100%	\$2,494
Foggy Bottom-GWU	37	4,083	0.7%	1	158	1.1%	40%	\$2,546
Forest Glen	24	295	0.0%	0	0	0.0%	0%	\$1,354
Fort Totten	8	855	0.1%	0	0	0.0%	97%	\$2,211
Franconia-Springfield	0	0	0.0%	0	0	0.0%	--	--
Friendship Heights	8	1,471	0.2%	0	0	0.0%	29%	\$2,037

Metrorail Station Half-Mile Walkshed	Built Prior to 2021			2021 Completions			Percent Built Since Station Opened	Avg. 1 BR Rent in 2021
	Buildings	Units	Regional Share	Buildings	Units	Regional Share		
Gallery Place-Chinatown	43	6,218	1.0%	0	0	0.0%	92%	\$2,338
Georgia Ave-Petworth	95	2,370	0.4%	3	109	0.8%	49%	\$1,837
Glenmont	12	165	0.0%	3	254	1.8%	61%	\$1,673
Greenbelt	0	0	0.0%	0	0	0.0%	--	--
Greensboro	18	1,152	0.2%	0	0	0.0%	81%	\$2,224
Grosvenor-Strathmore	14	1,508	0.3%	0	0	0.0%	100%	\$2,047
Huntington	14	892	0.2%	0	0	0.0%	88%	\$1,901
Judiciary Square	23	4,273	0.7%	0	0	0.0%	90%	\$2,321
King Street-Old Town	22	1,221	0.2%	0	0	0.0%	78%	\$2,113
Landover	0	0	0.0%	0	0	0.0%	--	--
Largo Town Center	6	776	0.1%	0	0	0.0%	86%	\$1,673
L'Enfant Plaza	6	403	0.1%	0	0	0.0%	91%	\$2,757
McLean	27	948	0.2%	0	0	0.0%	78%	\$2,138
McPherson Square	29	4,390	0.7%	0	0	0.0%	33%	\$2,586
Medical Center	1	359	0.1%	0	0	0.0%	100%	\$2,682
Metro Center	19	2,446	0.4%	0	0	0.0%	46%	\$2,617
Minnesota Avenue	46	1,622	0.3%	0	0	0.0%	51%	\$1,157
Morgan Boulevard	12	478	0.1%	0	0	0.0%	100%	\$1,639
Mt Vernon Sq-7th St-Convention Ctr	91	8,463	1.4%	0	0	0.0%	58%	\$2,232
Navy Yard-Ballpark	59	1,054	0.2%	0	0	0.0%	21%	\$1,746
Naylor Road	7	993	0.2%	0	0	0.0%	0%	\$1,365
New Carrollton	1	278	0.0%	1	282	2.0%	100%	\$1,771
NOMA-Gallaudet	15	4,802	0.8%	2	356	2.6%	99.8%	\$2,291
Pentagon	3	603	0.1%	0	0	0.0%	100%	\$2,590
Pentagon City	23	6,949	1.2%	0	0	0.0%	87%	\$2,238
Potomac Avenue	61	1,736	0.3%	0	0	0.0%	56%	\$1,698
Prince George's Plaza	11	619	0.1%	0	0	0.0%	97%	\$1,831
Rhode Island Ave-Brentwood	10	884	0.1%	3	686	5.0%	93%	\$1,853
Rockville	8	1,299	0.2%	0	0	0.0%	91%	\$1,886
Ronald Reagan Wash. National Airtpt	0	0	0.0%	0	0	0.0%	--	--
Rosslyn	38	2,861	0.5%	3	1,035	7.5%	87%	\$2,457
Shady Grove	2	443	0.1%	0	0	0.0%	75%	\$1,842
Shaw-Howard Univ	139	4,558	0.8%	1	95	0.7%	59%	\$2,204
Silver Spring	63	9,238	1.6%	0	0	0.0%	47%	\$1,777
Smithsonian	1	373	0.1%	0	0	0.0%	100%	\$2,759
Southern Avenue	1	25	0.0%	0	0	0.0%	0%	--
Spring Hill	2	827	0.1%	0	0	0.0%	100%	\$2,255

Metrorail Station Half-Mile Walkshed	Built Prior to 2021			2021 Completions			Percent Built Since Station Opened	Avg. 1 BR Rent in 2021
	Buildings	Units	Regional Share	Buildings	Units	Regional Share		
Stadium-Armory	28	406	0.1%	1	262	1.9%	61%	\$1,973
Suitland	115	999	0.2%	0	0	0.0%	0%	\$1,324
Takoma	19	850	0.1%	0	0	0.0%	58%	\$1,569
Tenleytown-AU	7	316	0.1%	0	0	0.0%	51%	\$2,057
Twinbrook	10	1,919	0.3%	0	0	0.0%	87%	\$1,763
Tysons Corner	1	429	0.1%	0	0	0.0%	100%	\$2,473
U St/Afr-Amer Civil War Mem/Cardozo	119	7,070	1.2%	3	384	2.8%	65%	\$2,311
Union Station	15	1,660	0.3%	0	0	0.0%	88%	\$2,064
Van Dom Street	5	226	0.0%	0	0	0.0%	100%	\$1,938
Van Ness-UDC	23	3,228	0.5%	0	0	0.0%	18%	\$2,054
Vienna-Fairfax-GMU	14	803	0.1%	0	0	0.0%	100%	\$1,808
Virginia Square-GMU	73	6,354	1.1%	0	0	0.0%	92%	\$2,249
Waterfront	89	4,771	0.8%	0	0	0.0%	34%	\$2,122
West Falls Church-VT/UVA	0	0	0.0%	0	0	0.0%	--	--
West Hyattsville	0	0	0.0%	0	0	0.0%	--	--
Wheaton	67	2,217	0.4%	0	0	0.0%	74%	\$1,782
White Flint	11	2,558	0.4%	0	0	0.0%	100%	\$2,030
Wiehle-Reston East	3	1,120	0.2%	0	0	0.0%	100%	\$2,017
Woodley Park-Zoo/Adams Morgan	39	2,656	0.4%	0	0	0.0%	16%	\$2,316
<i>DC Station Walkshed Totals</i>	<i>1,644</i>	<i>73,933</i>	<i>12.5%</i>	<i>16</i>	<i>2,142</i>	<i>15.6%</i>	<i>47%</i>	<i>\$2,127</i>
<i>Maryland Station Walkshed Totals</i>	<i>466</i>	<i>32,000</i>	<i>5.4%</i>	<i>9</i>	<i>1,702</i>	<i>12.4%</i>	<i>64%</i>	<i>\$1,874</i>
<i>Virginia Station Walkshed Totals</i>	<i>522</i>	<i>43,610</i>	<i>7.3%</i>	<i>12</i>	<i>2,639</i>	<i>19.2%</i>	<i>85%</i>	<i>\$2,185</i>
<i>Inside Walkshed Total</i>	<i>2,632</i>	<i>149,543</i>	<i>25.2%</i>	<i>37</i>	<i>6,483</i>	<i>47.1%</i>	<i>62%</i>	<i>\$2,090</i>
<i>Outside Walkshed Total</i>	<i>22,524</i>	<i>443,799</i>	<i>74.8%</i>	<i>73</i>	<i>7,281</i>	<i>52.9%</i>	<i>44%</i>	<i>\$1,599</i>
Regional Total	25,156	593,342	100.0%	110	13,764	100.0%	60%	\$1,740

Source: CoStar, COG

Half-Mile Walkshed Geography Methodology

The geography used to calculate walkshed totals for Metrorail stations was created by Transportation Planning Board (TPB) staff in 2019. Station areas with more intersections, smaller blocks and fewer barriers will have a walkshed with a larger total area. The largest theoretical area is .79 square miles—the area of a circle with a radius of 0.5 miles. Station areas with higher unit totals could be the result of having more construction activity or having a more extensive half-mile walkshed (or both). The analysis was only performed on walksheds as they exist in 2019. The same 2019 vintage walkshed geography was used for looking at past construction. Therefore, the station area totals for previous years are for an area that may not been accessible via a half-mile walk until a later time—or even had a station built yet. More information on walksheds can be found in the [TPB blog](#).

APPENDIX E

Multifamily Construction Definitions (adapted from CoStar Glossary¹²)

AVERAGE EFFECTIVE RENT

Weighted mean rent of all units within a defined area. Effective rents for buildings with more units are weighed more heavily, in proportion to share of the total market. Rents are for units that are available to be rented by a new tenant.

COMPLETION

Projects with buildings that are completed and are ready for occupancy. A certificate of occupancy has been received.

EFFECTIVE RENT

Expressed as a monthly amount, the average rent paid during the term adjusted downward for concessions paid for by the landlord (such as free rent, moving expenses, or other allowances).

MULTIFAMILY RENTAL HOUSING PROJECT

A residential property with one or more completed buildings that leases five or more apartment units. Condominiums, cooperative housing, mobile home parks, assisted-living facilities, military housing and student housing are not included.

APPENDIX F. MAPPING METHODOLOGY

Mapping Rent Data in Hexagonal Grid Cells

This report maps rents using aggregated unit-based data and a grid of 3,768 identical hexagonal cells, each with an area of one square mile. This method was chosen to make neighborhood-level trends in unit-based data uniformly apparent, without being influenced by building size, neighborhood size or jurisdictional borders.

¹² <http://www.costar.com/about/costar-glossary>

APPENDIX G. INCOME AND RENTS

American Housing Survey Data

This report relies on data from CoStar for mean and median monthly rents but uses data from the U.S. Census's [American Housing Survey](#) (AHS) for median renter income. An alternative source that is commonly used in housing research is the annual American Community Survey (ACS). For this report, the AHS is preferable to ACS data because the ACS reports median income by occupant tenure (renter vs. owner), as well as the number of bedrooms in unit.

The AHS reports median income for the Washington Metropolitan Statistical Area (MSA), a region with 24 counties and county-equivalents that includes the District of Columbia and parts of Maryland, Virginia, and West Virginia—a larger geography and population than the 14-county and county-equivalent COG region. Renter income data from the 2021 American Housing Survey is shown in Table 49 below:

Figure 36. Affordable Rents for Renters with Median Income for the Washington MSA

Unit Size	2021 AHS Median Renter Income	2021 Monthly Income for Renters	Rent Threshold for Cost-Burden (One-Fourth Monthly Income)
Studio	~\$68,300	\$5,692	\$1,423
1 BR	\$51,400	\$4,283	\$1,070
2 BR	\$70,000	\$5,833	\$1,458
3 BR	\$79,000	\$6,583	\$1,645
4+ BR	\$90,000	\$7,500	\$1,875

Calculating Housing Cost-Burden for Renters

The US Department of Housing and Urban Development (HUD) [has defined](#) those spending more than 30 percent of monthly gross income on housing to be cost burdened. Five percent of income is set aside for utilities and other fees, leaving 25 percent for rent¹³. The final column of Table 36 shows the highest possible rent that a renter earning the median income in the Washington MSA can pay without being cost-burdened.

¹³ Housing programs also have more exact ways of calculating utility allowances but five percent is appropriate for a general allowance (See page 5-78 in Chapter 5 of the [HUD Occupancy Handbook](#)).



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AGENDA ITEM #10

REGIONAL ROADWAY SAFETY AND HOW SAFE ARE OUR ROADS? REPORT

HOW SAFE ARE OUR ROADS?

Annual data report on the impact of drunk driving on road safety in the metropolitan Washington region in 2021

November 2022



HOW SAFE ARE OUR ROADS? ANNUAL DATA REPORT ON THE IMPACT OF DRUNK DRIVING ON ROAD SAFETY IN THE METROPOLITAN WASHINGTON REGION IN 2021

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

November 16, 2022

ABOUT WRAP

The Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests using effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, D.C. metro area. Through public education, innovative health education programs and advocacy, WRAP is credited with keeping the metro-Washington area's alcohol-related traffic deaths 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: "Given the rise in alcohol-related crashes, it's more important than ever that we continue our efforts to emphasize and practice safe driving habits to protect motorists traveling on Virginia's roadways" said Virginia Governor Glenn Youngkin at the September 1, 2022, launch of the Commonwealth's "Drive Sober or Get Pulled Over" campaign. (Photo courtesy of the Virginia "Drive Sober or Get Pulled Over" campaign, supported by a grant from the Virginia Department of Motor Vehicles to WRAP.)

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).

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TABLE OF CONTENTS

A LOOK AT REGIONAL AND NATIONAL FIGURES	1
HOW SAFE ARE OUR ROADS? 2022 REPORT OVERVIEW	3
Background	4
SUB-REGIONAL TRENDS	5
TOTAL TRAFFIC FATALITIES	6
ALCOHOL-IMPAIRED TRAFFIC FATALITIES	7
TOTAL TRAFFIC INJURIES	8
ALCOHOL-RELATED TRAFFIC INJURIES	9
TOTAL TRAFFIC CRASHES	10
ALCOHOL-RELATED TRAFFIC CRASHES	11
ALCOHOL-RELATED TRAFFIC ARRESTS	12
YOUTH DATA	13
METHODOLOGY	14
Agencies Providing Local Jurisdictional Data	14
Definitions of Data-Related Terms	15
Data Analysis	16
Data Limitations	16
Credits	17

FIGURES

FIGURE 1. NATIONAL & REGIONAL PERCENTAGES OF ALCOHOL-IMPAIRED TRAFFIC FATALITIES, 2014-2021	1
FIGURE 2. REGIONAL TOTALS OF ALCOHOL-RELATED INJURIES, CRASHES, & ARRESTS, 2014-2021	2
FIGURE 3. REGIONAL ALCOHOL-IMPAIRED FATALITIES, 2014-2021	2
FIGURE 4. ALCOHOL-RELATED CHANGE PER YEAR: NORTHERN VIRGINIA	5
FIGURE 5. ALCOHOL-RELATED CHANGE PER YEAR: SUBURBAN MARYLAND	5
FIGURE 6. ALCOHOL-RELATED CHANGE PER YEAR: DISTRICT OF COLUMBIA	5

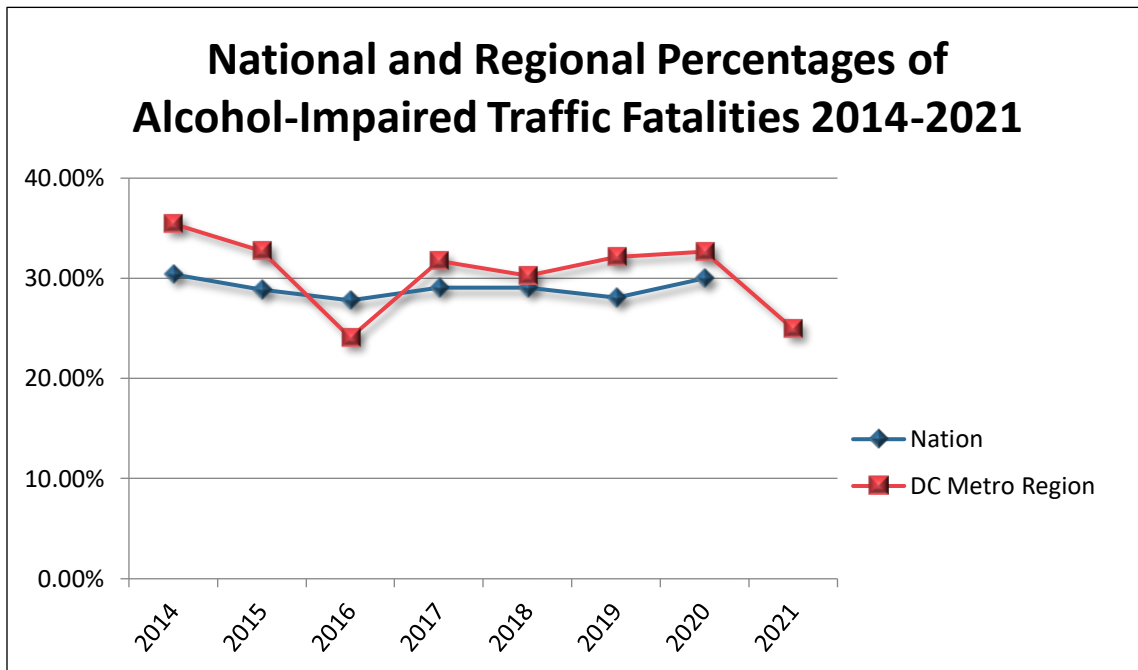
A LOOK AT REGIONAL AND NATIONAL FIGURES

The metropolitan Washington region has experienced a decrease in alcohol and/or drug-impaired fatalities and an increase in alcohol and/or drug-impaired crashes, arrests, and injuries in 2021.

Regional alcohol and/or drug-impaired traffic fatalities have decreased 10 percent of total crash fatalities in the region in 2021 from 2020¹, compared to an increase of 5.56 percent in 2020 from 2019.²

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, 2014-2021



¹ Alcohol-impaired traffic fatalities for Montgomery County and Prince George’s County were corrected from the 2021 report. Montgomery County alcohol-impaired traffic fatalities increased to 16 in 2020 (previously reported as 10); Prince George’s County increased to 38 (previously reported as 21).

² As of the date of publication, national alcohol-impaired fatality rates for 2021 are still not available. This report will be updated when that data is available. Figure 1 will be updated to include the 2021 national alcohol-impaired fatality rates when available.

Figure 2. Regional Totals of Alcohol-Related Injuries, Crashes, & Arrests, 2014-2021

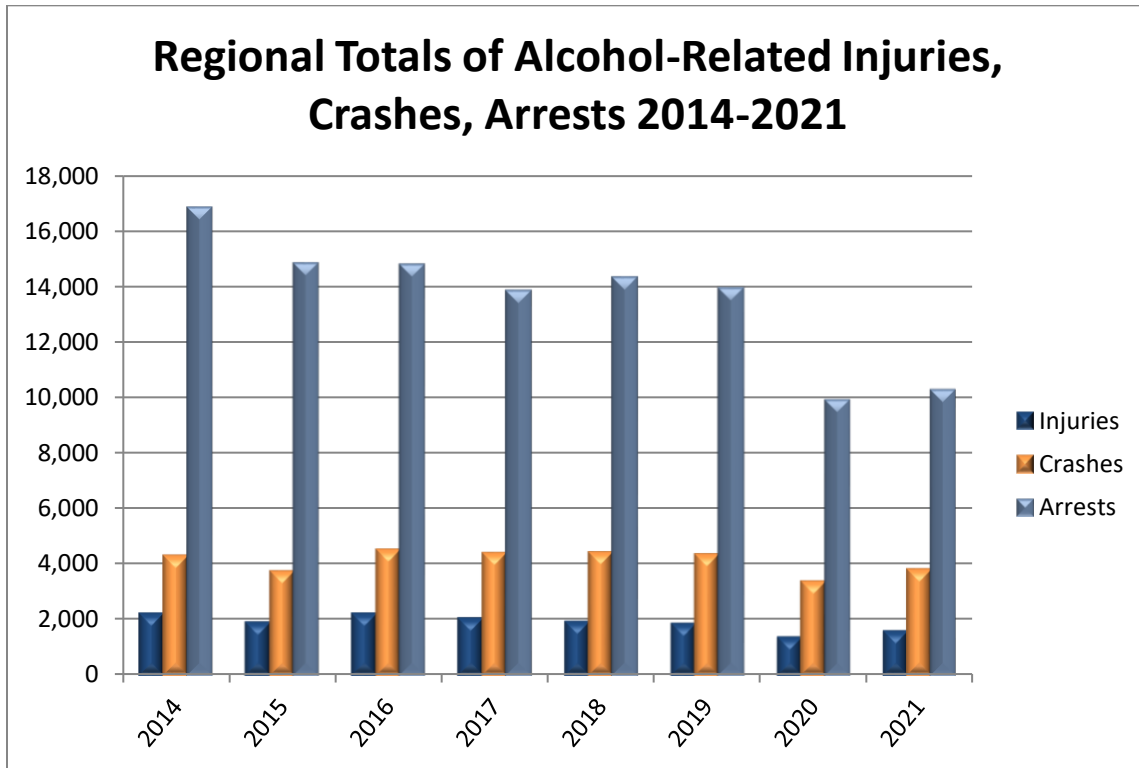


Figure 3. Regional Alcohol-Impaired Fatalities, 2014-2021



HOW SAFE ARE OUR ROADS? 2022 REPORT

OVERVIEW

Findings in the 2022 report (2021 data) include:

FATALITIES: Regional (DC Metro region and National Parks) alcohol and/or drug-impaired traffic fatalities **decreased** by 10 percent between 2020 and 2021 (from 95 to 85 such fatalities).

- The total average number of regional alcohol and/or drug-impaired traffic fatalities over the last five years (2017-2021) is 88.
- Three of the last five years has had less alcohol and/or drug-impaired traffic fatalities than the average.

Of the metropolitan Washington region's 341 total traffic fatalities for 2021, 85 (or 24.9%) were due to drivers who were alcohol and/or drug-impaired (Blood Alcohol Concentration [BAC] = .08+).³

INJURIES: Regional alcohol and/or drug-related traffic injuries **increased** 17.26 percent between 2020 and 2021 (from 1,298 to 1,522 such injuries).

- The average number of regional alcohol and/or drug-impaired related traffic injuries over the last five years (2017-2021) is 1,689.
- Three of the last five years has had less alcohol and/or drug-impaired traffic injuries than the average.

CRASHES: Regional traffic crashes attributed to alcohol and/or drugs **increased** 13.58 percent between 2020 and 2021 (from 3,292 to 3,739 such crashes).

- The average number of regional alcohol and/or drug-impaired related traffic crashes over the last five years (2017-2021) is 3,990.
- Two of the last five years has had less alcohol and/or drug-impaired traffic crashes than the average.

ARRESTS: Regional arrests for either driving under the influence (DUI) or driving while impaired (DWI) **increased** 3.7 percent between 2020 and 2021 (from 9,882 to 10,248 such arrests).

- The average number of DC Metro regional alcohol and/or drug-impaired related arrests over the last five years (2017-2021) is 12,430.
- Two of the last five years has had less alcohol and/or drug-impaired traffic arrests than the average.

³ As of the date of publication, national alcohol-impaired fatality rates for 2021 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.

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

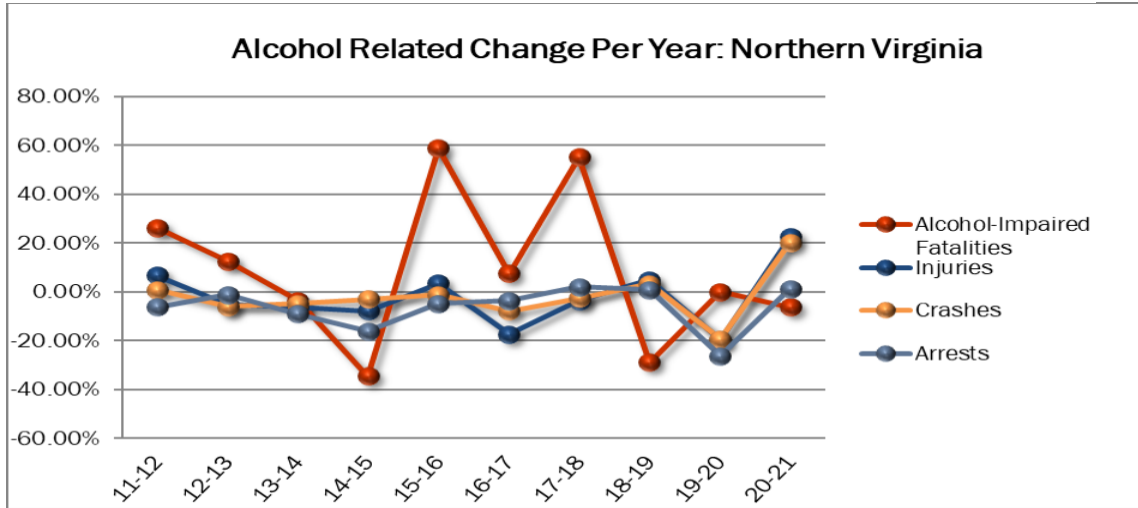


Figure 5. Alcohol-Related Change Per Year: Suburban Maryland

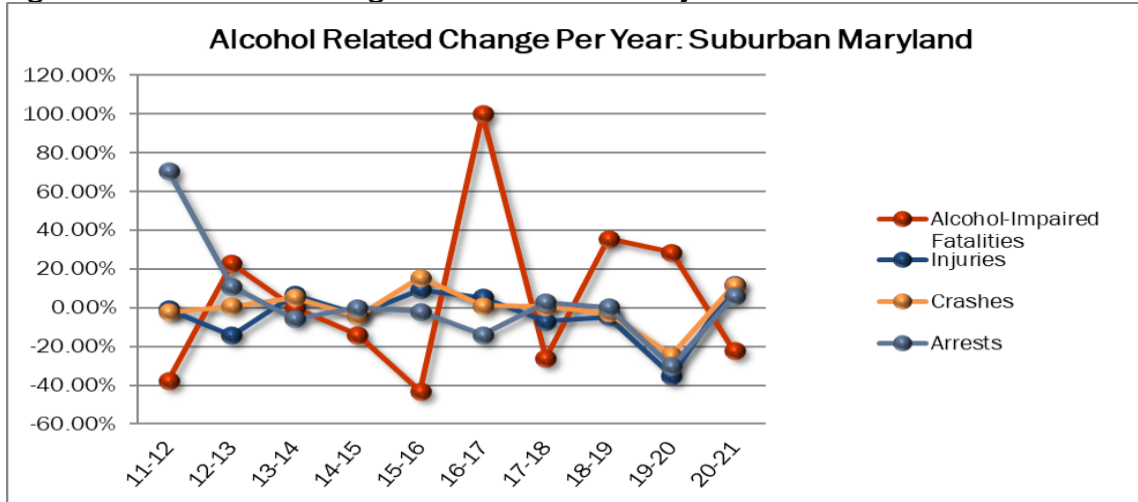
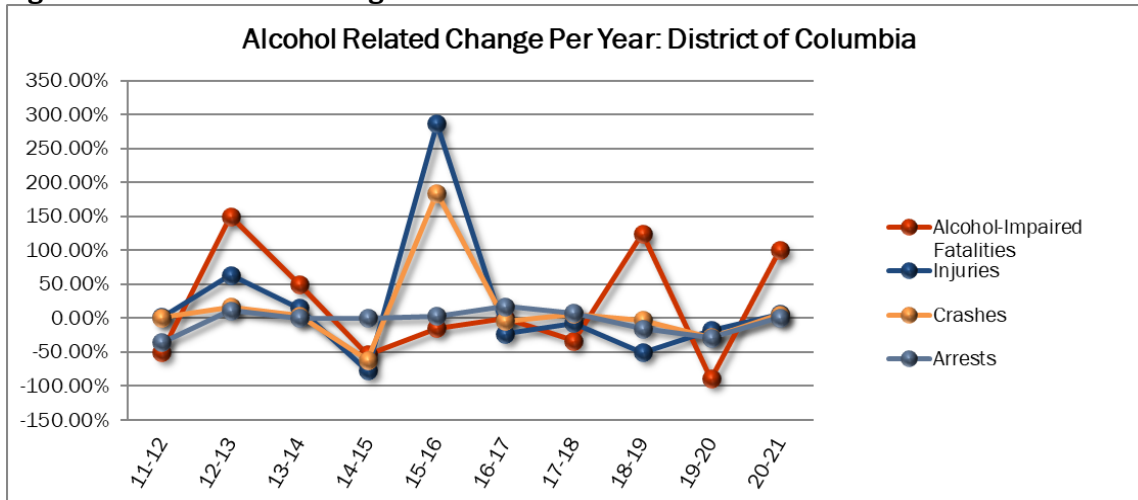


Figure 6. Alcohol-Related Change Per Year: District of Columbia



TOTAL TRAFFIC FATALITIES

Total Traffic Fatalities by Jurisdiction, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	26	26	28	33	36	27	37	40	8.11%
MARYLAND									
Montgomery County	40	47	42	33	34	37	46	43	-6.52%
Prince George's County	98	95	78	99	103	112	110	129	17.27%
MD Regional Total	138	142	120	132	137	149	156	172	10.26%
VIRGINIA									
Arlington County	5	5	1	5	2	6	4	4	0.00%
Fairfax County	32	30	36	35	47	45	37	50	35.14%
Loudoun County	12	11	12	22	11	13	12	8	-33.33%
Prince William County	23	11	30	22	24	14	18	32	77.78%
City of Alexandria	0	4	4	4	5	5	7	7	0.00%
City of Fairfax	0	0	4	0	2	2	1	1	0.00%
City of Falls Church	1	0	0	0	0	0	0	0	0.00%
City of Manassas	0	0	0	2	4	1	1	1	0.00%
City of Manassas Park	0	0	0	0	0	0	0	1	N/A ⁴
Northern Virginia Total	73	61	87	90	95	86	80	104	30.00%
DC Metro Regional Total	237	229	235	255	268	262	273	316	15.75%
National Parks in Region	N/A	17	10	16	13	18	18	25	38.89%
Regional Total Adjusted	N/A	246	245	271	281	280	291	341	17.18%
National	32,744	35,484	37,806	37,473	36,835	36,355	38,824	42,915 ⁵	10.54%

⁴ A percent cannot be calculated due to the original value being zero.

⁵ Estimate from NHTSA as of May 17, 2022.

ALCOHOL-IMPAIRED TRAFFIC FATALITIES

Alcohol-Impaired Traffic Fatalities by Jurisdiction with BAC=.08+, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	15	7	6	6	4	9	1	2	100.00%
MARYLAND⁶									
Montgomery County	11	10	4	8	7	10	16	8	-50.00%
Prince George's County	32	27	17	34	24	32	38	34	-10.53%
MD Regional Total	43	37	21	42	31	42	54	42	-22.22%
VIRGINIA									
Arlington County	2	2	0	2	1	2	1	0	-100.00%
Fairfax County	12	9	12	12	18	17	18	17	-5.56%
Loudoun County	6	2	4	7	7	5	7	2	-71.43%
Prince William County	5	2	9	6	14	6	3	10	233.33%
City of Alexandria	0	2	1	1	3	2	2	1	-50.00%
City of Fairfax	0	0	1	0	0	0	0	0	0.00%
City of Falls Church	1	0	0	0	0	0	0	0	0.00%
City of Manassas	0	0	0	1	2	0	1	0	-100.00%
City of Manassas Park	0	0	0	0	0	0	0	0	0.00%
Northern Virginia Total	26	17	27	29	45	32	32	30	-6.25%
DC Metro Regional Total	84	61	54	77	80	83	87	74	-14.94%
National Parks in Region	4	14	5	9	5	7	8	11	14.29%
Regional Total Adjusted	88	75	59	86	85	90	95	85	-10.53%
National	9,967	10,320	10,497	10,908	10,710	10,196	11,654	N/A ⁷	N/A

⁶ Maryland updated alcohol-related fatalities as previously reported in the 2021 HSAOR? Report for Montgomery County from 10 to 16 and Prince George's County from 21 to 38.

⁷ National alcohol-related fatalities not yet available. This report will be updated once national data is released.

TOTAL TRAFFIC INJURIES

Total Traffic Injuries by Jurisdiction, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	7,474	8,638	3,878	3,612	3,437	2,403	2,027	2,635	30.00%
MARYLAND									
Montgomery County	6,196	6,365	7,045	7,000	6,753	6,453	4,252	4,696	10.44%
Prince George's County	6,549	6,746	7,715	7,787	7,351	7,285	5,168	5,803	12.29%
MD Regional Total	12,745	13,111	14,760	14,787	14,104	13,738	9,420	10,499	11.45%
VIRGINIA									
Arlington County	1,094	978	1,048	1,036	998	1,125	590	734	24.41%
Fairfax County	7,649	7,677	7,564	6,418	6,000	6,032	3,733	4,613	23.57%
Loudoun County	2,123	2,143	2,289	2,081	2,299	2,079	1,317	1,523	15.64%
Prince William County	2,915	2,747	2,785	2,652	2,811	2,899	1,889	2,771	46.69%
City of Alexandria	757	731	721	576	699	673	420	466	10.95%
City of Fairfax	440	338	294	242	147	164	92	103	11.96%
City of Falls Church	241	160	133	177	154	150	92	147	59.78%
City of Manassas	646	626	773	711	756	541	480	462	-3.75%
City of Manassas Park	29	48	60	26	63	36	31	54	74.19%
Northern Virginia Total	15,894	15,448	15,667	13,919	13,927	13,699	8,644	10,873	25.79%
DC Metro Region Total	36,113	37,197	34,305	32,318	31,468	29,840	20,091	24,007	19.49%
National Parks in Region	N/A	603	532	492	496	496	195	437	124.10%
Regional Total Adjusted	N/A	37,800	34,837	32,810	31,964	30,336	20,286	24,444	20.50%

ALCOHOL-RELATED TRAFFIC INJURIES

Alcohol-Related Traffic Injuries by Jurisdiction with BAC=.01+, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	263	59	228	176	163	81	67	71	5.97%
MARYLAND									
Montgomery County	343	366	401	492	423	357	263	245	-6.84%
Prince George's County	501	451	492	448	451	476	277	358	29.24%
MD Regional Total	844	817	893	940	874	833	540	603	11.67%
VIRGINIA									
Arlington County	78	84	91	94	79	89	53	71	33.96%
Fairfax County	476	442	459	331	290	329	270	329	21.85%
Loudoun County	150	128	144	117	133	124	107	97	-9.35%
Prince William County	204	182	182	163	181	187	147	226	53.74%
City of Alexandria	60	52	53	53	48	44	35	34	-2.86%
City of Fairfax	26	25	12	17	7	6	8	8	0.00%
City of Falls Church	4	10	11	11	7	10	8	10	25.00%
City of Manassas	47	41	38	33	35	33	27	36	33.33%
City of Manassas Park	5	2	9	5	13	9	11	4	-63.64%
Northern Virginia Total	1,050	966	999	824	793	831	666	815	22.37%
DC Metro Region Total	2,157	1,842	2,120	1,940	1,830	1,745	1,273	1,489	16.97%
National Parks in Region	N/A	N/A	33	46	33	32	25	33	32.00%
Regional Total Adjusted	N/A	N/A	2,153	1,986	1,863	1,777	1,298	1,522	17.26%

TOTAL TRAFFIC CRASHES

Total Traffic Crashes by Jurisdiction, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	21,752	2,400	25,850	25,712	25,818	26,823	18,311	21,617	18.05%
MARYLAND									
Montgomery County	12,279	13,006	14,160	14,239	14,231	13,843	9,728	11,183	14.96%
Prince George's County	13,355	14,758	17,185	18,297	19,562	20,516	17,134	19,952	16.45%
MD Regional Total	25,634	27,764	31,345	32,536	33,793	34,359	26,862	31,135	15.91%
VIRGINIA									
Arlington County	2,469	2,483	2,711	2,508	2,535	2,558	1,516	1,773	16.95%
Fairfax County	13,680	14,024	13,781	13,631	13,368	13,301	8,735	9,958	14.00%
Loudoun County	4,281	4,824	4,921	4,875	5,149	4,951	3,421	4,051	18.42%
Prince William County	5,856	5,660	5,564	5,540	5,757	5,880	4,416	5,668	28.35%
City of Alexandria	1,777	1,912	1,736	1,441	1,566	1,499	957	1,096	14.52%
City of Fairfax	700	561	565	596	417	528	325	440	35.38%
City of Falls Church	165	169	144	121	130	121	80	87	8.75%
City of Manassas	568	595	633	573	607	438	412	318	-22.82%
City of Manassas Park	71	81	97	55	71	80	64	93	45.31%
Northern Virginia Total	29,567	30,309	30,152	29,340	29,600	29,356	19,926	23,484	17.86%
DC Metro Region Total	76,953	60,473	87,347	87,588	89,211	90,538	65,099	76,236	17.11%
National Parks in Region	4,164	4,621	4,049	3,486	1,600	1,462	1,018	2,639	159.23%
Regional Total Adjusted	81,117	65,094	91,396	91,074	90,811	92,000	66,117	78,875	19.30%

ALCOHOL-RELATED TRAFFIC CRASHES

Total Alcohol-Related Traffic Crashes by Jurisdiction with a BAC=.01+, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	682	260	740	710	756	735	529	557	5.29%
MARYLAND									
Montgomery County	807	815	905	954	881	827	651	710	9.06%
Prince George's County	1,017	933	1,116	1,085	1,166	1,163	850	963	13.29%
MD Regional Total	1,824	1,748	2021	2,039	2,047	1,990	1,501	1,673	11.46%
VIRGINIA									
Arlington County	235	218	199	203	162	192	121	172	42.15%
Fairfax County	740	708	701	621	580	589	496	545	9.88%
Loudoun County	236	222	259	227	251	244	181	220	21.55%
Prince William County	319	332	305	296	333	343	284	400	40.85%
City of Alexandria	99	99	94	83	88	87	68	69	1.47%
City of Fairfax	35	29	19	26	10	15	16	21	31.25%
City of Falls Church	9	8	12	10	4	8	8	7	-12.50%
City of Manassas	35	40	30	33	35	27	31	21	-32.26%
City of Manassas Park	3	4	19	9	6	10	14	9	-35.71%
Northern Virginia Total	1,711	1,660	1,638	1,508	1,469	1,515	1,219	1,464	20.10%
DC Metro Region Total	4,217	3,668	4,399	4,257	4,272	4,240	3,249	3,694	13.70%
National Parks in Region	N/A	N/A	33	54	63	33	43	45	4.65%
Regional Total Adjusted	N/A	N/A	4,432	4,311	4,335	4,273	3,292	3,739	13.58%

ALCOHOL-RELATED TRAFFIC ARRESTS

Total Alcohol-Related Traffic Arrests by Jurisdiction, 2014-2021									
Year	2014	2015	2016	2017	2018	2019	2020	2021	Percent Change 2020-2021
DISTRICT OF COLUMBIA									
Washington	1,501	1,508	1,561	1,834	1,978	1,680	1,202	1,213	0.92%
MARYLAND									
Montgomery County	3,723	3,973	4,101	3,406	3,442	3,253	1,960	1,978	0.92%
Prince George's County	3,153	2,894	2,629	2,379	2,506	2,715	2,193	2,425	10.58%
MD Regional Total	6,876	6,867	6,730	5,785	5,948	5,968	4,153	4,403	6.02%
VIRGINIA									
Arlington County	874	742	692	494	445	438	382	470	23.04%
Fairfax County	3,116	2,387	2,457	2,536	2,424	2,400	1,669	1,653	-0.96%
Loudoun County	733	667	671	561	709	731	435	424	-2.53%
Prince William County	2,372	1,941	1,651	1,613	1,890	1,904	1,535	1,486	-3.19%
City of Alexandria	372	349	324	397	292	263	178	230	29.21%
City of Fairfax	107	78	62	59	51	77	33	44	33.33%
City of Falls Church	103	78	55	43	36	57	62	30	-51.61%
City of Manassas	N/A	138	124	125	91	117	101	121	19.80%
City of Manassas Park	N/A	46	71	56	58	51	52	45	-13.46%
Northern Virginia Total	7,677	6,426	6,107	5,884	5,996	6,038	4,447	4,503	1.26%
DC Metro Region Total	16,054	14,801	14,398	13,503	13,922	13,686	9,802	10,119	3.23%
National Parks in Region	740	N/A	359	305	371	234	80	129	61.25%
Regional Total Adjusted	16,794	N/A	14,757	13,808	14,293	13,920	9,882	10,248	3.70%

YOUTH DATA

Alcohol-Related Crashes, Injuries, and Arrests for Persons Under 21 Years of Age by Jurisdiction, 2021												
	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	4	0	0.00%	2,269	16	0.71%	304	3	0.99%	278	23	8.27%
MARYLAND												
Montgomery County	3	1	33.33%	2,423	94	3.88%	733	31	4.23%	2,738	65	2.37%
Prince George's County	8	0	0.00%	4,135	137	3.31%	988	48	4.86%	3,950	56	1.42%
MD Regional Total	11	1	9.09%	6,558	231	3.52%	1,721	79	4.59%	6,688	121	1.81%
VIRGINIA												
Arlington County	1	0	0.00%	210	8	3.81%	62	11	17.74%	1,174	13	1.11%
Fairfax County	3	0	0.00%	1,815	51	2.81%	543	21	3.87%	5,503	75	1.36%
Loudoun County	0	0	0.00%	890	27	3.03%	246	12	4.88%	2,707	25	0.92%
Prince William County	7	1	14.29%	1,277	51	3.99%	457	32	7.00%	5,564	81	1.46%
City of Alexandria	0	0	0.00%	135	7	5.19%	52	5	9.62%	687	7	1.02%
City of Fairfax	0	0	0.00%	96	3	3.13%	8	1	12.50%	213	2	0.94%
City of Falls Church	0	0	0.00%	21	0	0.00%	22	0	0.00%	38	1	2.63%
City of Manassas	0	0	0.00%	83	4	4.82%	77	5	6.49%	629	11	1.75%
City of Manassas Park	0	0	0.00%	18	1	5.56%	5	0	0.00%	283	3	1.06%
Northern Virginia Total	11	1	9.09%	4,545	152	3.34%	1,472	87	5.91%	16,798	218	1.30%
DC Metro Regional Total	26	2	7.69%	13,372	399	2.98%	3,497	169	4.83%	23,764	362	1.52%
National Parks in Region	1	0	0.00%	5	0	0.00%	10	1	10.00%	5	1	20.00%
Regional Total Adjusted	27	2	7.41%	13,377	399	2.98%	3,507	170	4.85%	23,769	363	1.53%

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. Because the U.S. Park Police information has only been recently collected, it is shown separately, and the two regional totals are shown so that comparisons with previous years can be done.

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.

AGENDA ITEM #11

MID-ATLANTIC HYDROGEN HUB

Mid-Atlantic Coalition Announces Bid to Advance Its Sustainable Regional Hydrogen Hub

The Mid-Atlantic Hydrogen Hub Submits its Concept Paper to the US Department of Energy, Pursuing Federal Funds from the 2021 Bipartisan Infrastructure Investment and Jobs Act to support the Region's Clean Energy Transition

Today, Connected DMV and a cross-sector coalition of more than 40 partners representing Washington, D.C., Maryland and Virginia announced that the Mid-Atlantic Hydrogen Hub (MAHH) is pursuing one of the U.S. Department of Energy regional clean hydrogen hubs backed by a total of \$8 billion in federal funding. The coalition includes a cross-section of community organizations, utilities, energy producers, hydrogen technology providers, national labs, colleges and universities, and groups focused on innovation, environmental justice, and workforce development.

The 2021 bipartisan Infrastructure Investment and Jobs Act calls for funding multiple regional hubs dedicated to developing and expanding clean hydrogen infrastructure. These new market hubs will create clean energy jobs, reduce greenhouse gas emissions, and position America to compete in the clean energy market on a global scale.

The MAHH is strategically engaging market participants, developing solutions to meet market demand, and leveraging key market enablers to create a sustainable, diversified, commercially viable hydrogen ecosystem. The Hub is focused on delivering regional community benefits and mobilizing the Department of Energy's long-term vision of an integrated national network.

The MAHH integrates a portfolio of high-impact hydrogen demand and clean hydrogen production into a regional network of diverse use cases to accelerate scale, drive down costs, and spur innovation. As identified in the DMV Hydrogen Greenprint report, the MAHH stands to deliver, by 2030, economic and societal benefits to the region including 9,000 new jobs, a \$1.7 billion increase in annual economic activity, and a \$150 million decrease of social costs of carbon, such as reduced burden on the healthcare system.

"We are pleased that our Hydrogen Greenprint work which began over 18 months ago, directly aligns with the

federal government priorities," said **Stu Solomon**, President and CEO of Connected DMV. "Through the 2021 bipartisan Infrastructure Investment and Jobs Act and the Department of Energy's 'Energy Earthshots Initiative,' we have a once-in-a-lifetime opportunity to transform existing infrastructure that has served us well into a cleaner, more modern network. The Mid-Atlantic Hydrogen Hub

coalition comprises the diverse and industrial strength set of leading partners required to drive a clean energy transition that also serves our region's broader community and economic interests."

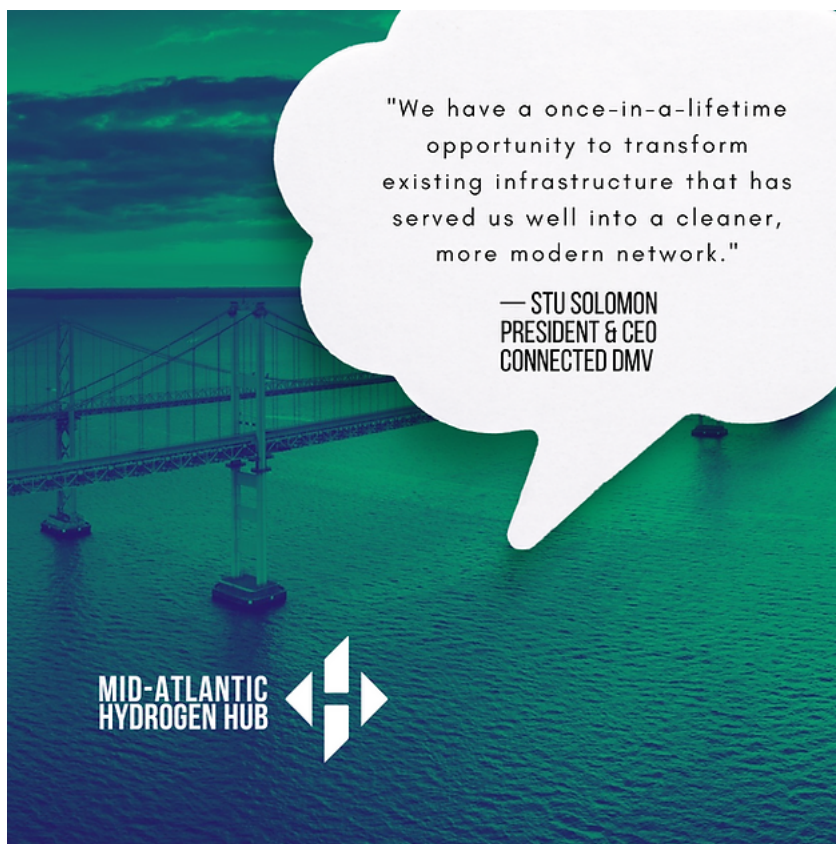
"Environmental justice is an essential priority for this coalition. To that end, the coalition is pursuing active and direct engagement with community partners to facilitate inclusive and effective delivery of equitable outcomes regardless of zip code. The coalition provides a forum for comprehensive input, transparency, and accountability to help achieve the proposed benefits with a strategic focus on underserved populations

through the Council of Governments' Equity Emphasis Areas," said **Chuck Bean**, Executive Director of the Metropolitan Washington Council of Governments.

Equitable workforce development is a strategic goal of the Mid-Atlantic Hydrogen Hub. The MAHH is advancing critical workforce development activities through its partners and its initiatives to drive significant job opportunities for the region, led by relationships and programs with community, universities and community colleges, organized labor, and other organizations. The team plans to create market-leading workforce and skills development opportunities, including a "live molecule" training center.

"Hydrogen will play an important role in Virginia's clean energy transition and our path to a zero-carbon grid," said **Robert Blue**, Chair, President and CEO of Dominion Energy. "From electricity to transportation and manufacturing, hydrogen will bring jobs, investment, and clean energy to every sector of Virginia's economy. We're excited to partner with Connected DMV and our coalition partners to deliver on this promise."

Donald "Blue" Jenkins, President of Washington Gas, said, "Washington Gas is on a journey to deliver lower carbon fuels in the DMV and hydrogen is a pathway in that plan. With our extensive network of infrastructure and knowledgeable and skilled workforce, we are well positioned to connect the diverse collection of end-use applications to support a hydrogen ecosystem in the region. Projects like this allow us to support our customers in meeting their energy needs in a safe, reliable, secure, and affordable way, all while we collectively focus on how best to serve the region's long-term energy goals."



"We have a once-in-a-lifetime opportunity to transform existing infrastructure that has served us well into a cleaner, more modern network."

— STU SOLOMON
PRESIDENT & CEO
CONNECTED DMV

MID-ATLANTIC
HYDROGEN HUB



“Connected DMV serves as an effective, single coordinating organization led by the ideal team to implement and guide this critical project,” said **Calvin Butler**, President and Chief Operating Officer of Exelon. Three Exelon utilities—Baltimore Gas and Electric, Delmarva Power, and Pepco—serve customers in the region. “Coordinated clean energy development will help drive progress as we focus on environmental and economic benefits for our customers and communities.”

“Constellation is committed to advancing clean hydrogen as an essential tool in addressing the climate crisis and spurring innovation in the energy sector,” said **Joe Dominguez**, president and CEO of Constellation, the nation’s largest generator of carbon-free energy. “By bringing together a broad mix of energy producers, technology providers and public/private partners, the Mid-Atlantic hub partners can equitably accelerate the region’s transition to a carbon-free economy, improve public health and create good-paying jobs.”

The MAHH comprises a growing coalition of important regional stakeholders spanning all key sectors and jurisdictions. Participants include:

- Alexandria/Arlington Regional Workforce Council
- American Bureau of Shipping
- Baltimore/DC-Metro Building Trades Unions
- Baltimore Gas and Electric
- BHE GT&S
- Center for Community Engagement, Environmental Justice, and Health
- Center for Energy Workforce Development
- Commonwealth Center for Advanced Manufacturing
- Competitive Power Ventures
- Connect Airlines
- Constellation Energy
- Coronado Global Resources Inc.
- Delmarva Power
- Dominion Energy
- Exelon
- George Mason University
- The George Washington University
- Goodwill of Greater Washington
- Hampton Roads Alliance

- Independence Hydrogen, Inc.
- K&L Gates
- Commission on Environmental Justice & Sustainable Communities
- Metropolitan Washington Council of Governments
- Montgomery County, Maryland
- National Renewable Energy Laboratory
- Northern Virginia Community College
- Oak Ridge National Laboratory
- Pepco
- Port of Virginia
- Prince George's Community College
- Quantum Loophole
- ThinkBox Group
- Universal Hydrogen
- University of Maryland
- Virginia Tech
- Washington Gas

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About Connected DMV

Connected DMV is an initiatives-based, charitable 501(c)(3) organization that works with regional organizations across Washington, D.C., Maryland, and Virginia – the DMV – to help drive ongoing improvements to social, digital, and physical infrastructure. Connected DMV focuses on initiatives that span local jurisdictions and require collaboration across the public, private, academia, and community sectors to best achieve the dual objectives of enduring economic growth and social equity. Learn more: <https://www.connecteddmv.org/>

About the National Capital Hydrogen Center

The National Capital Hydrogen Center is an initiative of Connected DMV. It will accelerate the creation of a hydrogen ecosystem in Greater Washington and foster collaboration across organizations to support the national imperative to add hydrogen solutions to our country's clean energy future. Connected DMV is creating this independent center to utilize the exceptional assets of our regional commercial, governmental, academic, community, and philanthropic organizations. The Center will plan the rollout of hydrogen infrastructure to rapidly deliver economically viable hydrogen projects, accelerating the scale and cost competitiveness. The project planning, execution and benefit delivery

lifecycle will incorporate social equity and environmental justice as foundational principles consistent with the Connected DMV mission. Learn more: <https://connecteddmv.org/hydrogen>

About the DMV Hydrogen Greenprint

To learn more about the DMV Hydrogen Greenprint, please visit, <https://www.hydrogengreenprint.org/>

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

**RESOLUTION ENDORSING THE MID-ATLANTIC HYDROGEN HUB APPLICATION TO BE A U.S.
DEPARTMENT OF ENERGY REGIONAL CLEAN HYDROGEN HUB**

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

WHEREAS, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which calls for a significant decrease in greenhouse gas emissions, with substantial reductions from the built environment and transportation sector; and

WHEREAS, in October 2020 the COG Board adopted Resolution R45-2020, endorsing the regional climate mitigation and resiliency goals including a goal of 50 percent greenhouse gas emission reductions below 2005 levels by 2030 and to make significant progress to be a Climate resilient Region by 2030; and

WHEREAS, COG and its member jurisdictions are actively engaged in developing and implementing climate action plans that integrate efforts across sectors such as energy, the built environment, and transportation; and

WHEREAS, Connected DMV and its National Capital Hydrogen Center are explicitly focused on developing initiatives that accelerate the energy transition and adoption of clean, hydrogen-based solutions whose environmental, financial, and social benefits accrue to Metropolitan Washington area communities; and

WHEREAS, COG, along with Connected DMV as its strategic partner are committed to explore and better understand the opportunities to accelerate the clean energy transition and development of hydrogen eco-systems; and

WHEREAS, in response to the significant federal funds made available in 2022 by the U.S. Department of Energy Hydrogen Hub Program, Connected DMV formed the Mid-Atlantic Hydrogen Hub (MAHH) to pursue funding as a designated regional clean hydrogen hub; and

WHEREAS, COG supports the MAHH's cross-sector coalition and application to receive funding as a U.S. Department of Energy regional clean hydrogen hub.

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

The COG Board supports the Mid-Atlantic Hydrogen Hub's application to the U.S. Department of Energy as a regional clean hydrogen hub and directs the Executive Director, or his designee, to issue a letter of support of behalf of the board.

AGENDA ITEM #12

OTHER BUSINESS

AGENDA ITEM #13

ADJOURN