



BOARD OF DIRECTORS

Wednesday, February 13, 2019
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
Robert C. White, Jr., COG Board Chair
 - 2. CHAIRMAN'S REPORT**
Robert C. White, Jr., COG Board Chair
- 12:05 P.M.**
- 3. EXECUTIVE DIRECTOR'S REPORT**
Chuck Bean, COG Executive Director
 - 4. AMENDMENTS TO THE AGENDA**
Robert C. White, Jr., COG Board Chair
- 12:15 P.M.**
- 5. APPROVAL OF THE MINUTES FROM JANUARY 9, 2019**
Robert C. White, Jr., COG Board Chair
Recommended Action: Approve minutes.
 - 6. ADOPTION OF CONSENT AGENDA ITEMS**
Robert C. White, Jr., COG Board Chair
 - Resolution R6-2019 – Resolution authorizing COG to procure and enter into contracts to develop and conduct a regional complex coordinated attack symposium.
Recommended Action: Approve Resolution R6-2019.
- 12:20 P.M.**
- 7. FISCAL YEAR 2019 SECOND QUARTER FINANCIAL REPORT**
Leta Simons, COG Chief Financial Officer
Kate Stewart, COG Secretary-Treasurer
The board will be briefed on the FY 2019 2nd quarter (July - December 2018) financial statements.
Recommended Action: Receive briefing.
- 12:30 P.M.**
- 8. "HOW SAFE ARE OUR ROADS?" REPORT**
Kurt Erickson, Washington Regional Alcohol Program President
The board will be briefed on the "How Safe are our Roads?" Report detailing annual data on the impact of alcohol and/or drug impaired driving on road safety in the region, including fatalities, injuries, crashes, and arrests.
Recommended Action: Receive briefing.

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

- 12:45 P.M. 9. MANAGING THE REGION'S TREES AND FORESTS**
Dan Sze, COG Climate, Energy, and Environment Policy Committee Chairman
- The board will be briefed on the Tree Canopy Management Strategy, which provides recommendations to preserve the region's tree and forest resources. To advance the recommendations, the Climate, Energy, and Environment Policy Committee (CEEPC) proposes that the board establish a Tree Canopy Committee as a technical subcommittee of CEEPC.
- Recommended Action: Receive briefing and adopt Resolution R7-2019.**
- 12:55 P.M. 10. WHAT OUR REGION GROWS**
Chris Van Vlack, The Loudoun Soil and Water Conservation District Conservationist
- The board will be briefed on the *What Our Region Grows Report* from COG's Regional Agricultural Work Group. The report tracks changes in farming, food production, and contributions of the agriculture industry to the region's economy, including county specific data.
- Recommended Action: Receive briefing.**
- 1:15 P.M. 11. ADDRESSING THE REGION'S CAPACITY FOR ADDITIONAL HOUSING**
Paul DesJardin, COG Community Planning and Services Director
Andrew Trueblood, COG Planning Directors Committee Chair
Helen McIlvaine, COG Housing Directors Committee Co-Chair
Gwen Wright, Montgomery County Planning Director
- As part of the board's initiative to address the region's housing shortfall, the board will be briefed on the work of the COG Housing and Planning Directors Committees to determine the capacity of local plans and zoning to accommodate an additional 100,000 housing units beyond those currently forecast.
- Recommended Action: Receive briefing.**
- 1:55 P.M. 12. OTHER BUSINESS**
- 2:00 P.M. 13. ADJOURN**
 The next meeting is scheduled for Wednesday, March 13, 2019.

AGENDA ITEM #2

CHAIRMAN'S REPORT



Applying for Technical Assistance

- **Applications for the FY 2020 Solicitation are due April 2, 2019.**
- Any local jurisdiction in the National Capital region that is a member of the TPB is eligible to apply.
- Proposals will be submitted through an application form and short project description. The application form and more details on how to apply can be found at: mwcog.org/tlc.
- Applications are solicited and awarded once a year. Technical assistance must be completed by the end of the fiscal year (June 30).
- Applications are reviewed by a selection panel that recommends projects for technical assistance. The TPB approves projects.
- Recipients receive short-term consultant services. Recipients do not receive direct financial assistance.
- Recipients are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects.
- The TPB will seek to ensure that assistance is provided to a broad cross-section of jurisdictions throughout the region.

Applicants for TLC assistance might also consider these related funding opportunities:

The Transportation Alternatives Set-Aside Program provides federal grants for construction and design of ped/bike improvements and other enhancements. The TPB and the states in our region work jointly to annually select projects. The TPB encourages applications supporting TLC funding priorities. mwcog.org/tlc

Urban Land Institute Technical Assistance Panels (ULI-TAPs) gather urban development experts to provide focused, market-level feedback for local development and/or land-use issues. In recent years, ULI Washington and COG partnered to support TAPs. washington.uli.org

ABOVE PHOTO: AIMEE CUSTIS/ FLICKR

What is the TPB?

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

TPB Members

City of Alexandria
Arlington County
Town of Bowie
Charles County
City of College Park
District of Columbia
City of Fairfax
Fairfax County
City of Falls Church
Fauquier County
City of Frederick
Frederick County
City of Gaithersburg
City of Greenbelt
City of Laurel
Loudoun County
City of Manassas
City of Manassas Park
Montgomery County

Prince George's County
Prince William County
City of Rockville
City of Takoma Park
Maryland House of Delegates
Maryland Senate
Virginia House of Delegates
Virginia Senate
Maryland DOT
Virginia DOT

District of Columbia DOT
Washington Metropolitan Area Transit Authority

Ex-Officio Members

Federal Highway Administration
Federal Transit Administration
Metropolitan Washington Airports Authority
National Capital Planning Commission

Contact Us

To apply for TLC technical assistance, send application materials to TLC@mwcog.org. For more information, contact TPB staff:

John Swanson, 202-962-3295

jswanson@mwcog.org

Sarah Bond, 202-962-3290

sbond@mwcog.org



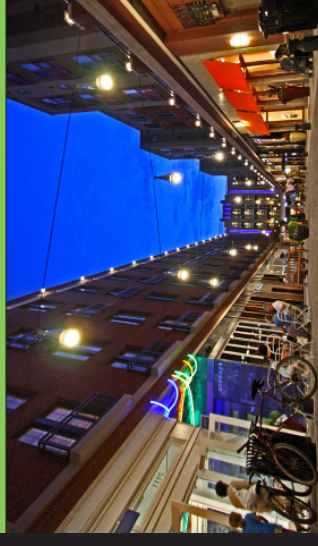
National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capital Street NE, Suite 300
Washington, DC 20002
mwcog.org/tpb

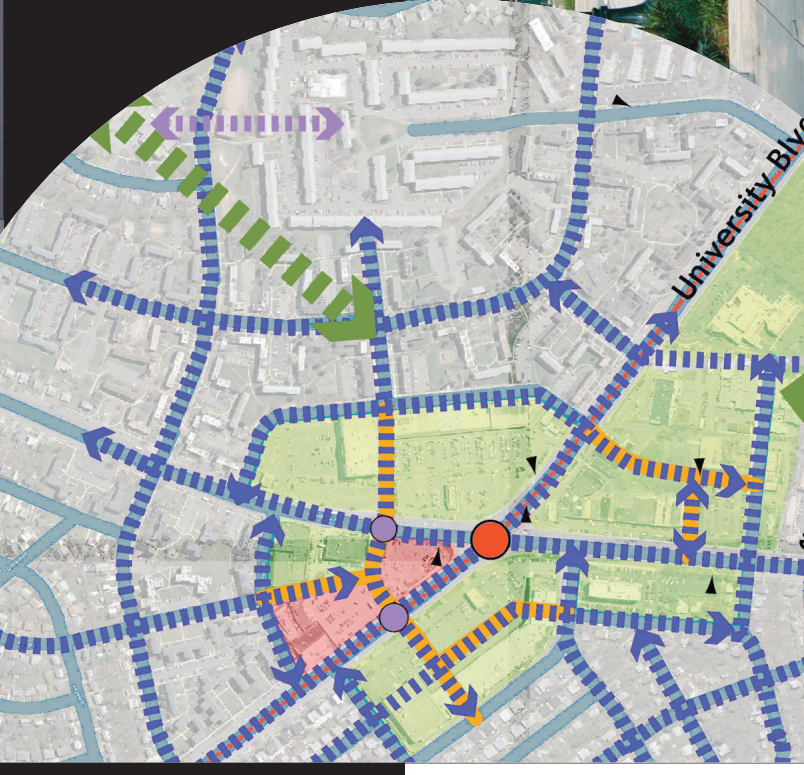


The National Capital Region Transportation Planning Board's

Transportation/Land Use Connections Program



Helping local
governments
plan vibrant
communities





The projects vary across the region, but the challenges are often similar.



Why TLC?

Transit-oriented development...

Mixed-use centers...

Walkable and livable communities...

Whatever it's called, local governments across the National Capital Region are integrating land use and transportation planning to create vibrant communities. Some jurisdictions are promoting more development closer to transit to reduce the need to drive everywhere. Others are looking at how to connect activity centers with multimodal corridors. Still other places are revitalizing existing communities to make them more walkable and accessible for people without cars.

The projects vary across the region, but the challenges are often similar. How can planners foster better, more viable transportation choices? How do planners get the right type of development at transit stations? What types of improvements—such as streetscaping, sidewalks, or lighting—can make a street safer and more inviting?

The Transportation Planning Board's (TPB) Transportation/Land Use Connections program is designed to assist local jurisdictions as they work through these challenges, and to share success stories and proven tools with local governments and agencies across the region.



What is TLC?

The Transportation/Land Use Connections Technical Assistance Program provides focused consultant services to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects. The TPB provides consultant assistance of \$30,000 to \$60,000 for planning projects, and up to \$80,000 for conceptual design or preliminary engineering projects.



Since 2007, the TLC program has funded planning, design, and engineering projects. Technical assistance may include a range of services, such as:

- Corridor and transit station planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Streetscape improvement plans
- Design guidelines and roadway standards
- Trail planning design
- Safe Routes to School planning
- Transit demand and feasibility analysis

Funding Priorities

The TPB encourages applications that address one or more of the following priorities:

- **Enhance Activity Centers:** The TLC Program seeks to strengthen transportation and land-use connections in the region's 141 Activity Centers, which are places where jobs and housing are concentrated. mwcog.org/activitycenters
- **Ped/Bike Access Improvements to Transit:** The TPB has highlighted the importance of projects that enhance pedestrian and bicycle facilities that improve first- and last-mile connections to high-capacity transit stations.
- **Improve Access for Low-Income and Minority Communities:** The TPB has identified locations, called Equity Emphasis Areas, that have high concentrations of low-income and minority populations. Applications that serve these areas are encouraged. mwcog.org/tpb-equity-emphasis-areas
- **Multimodal transportation options:** The TPB encourages projects that support a variety of travel options, including bicycle and pedestrian facilities, transit alternatives, options for people with disabilities, Safe Routes to School enhancements, and freight planning.
- **Completion of the National Capital Trail:** Projects are encouraged to support completion of the National Capital Trail, which is a network of bicycle/pedestrian trails that will circle the region's central jurisdictions. mwcog.org/maps/national-capital-trail
- **Cross-jurisdictional projects:** Applications that examine transportation and land use connections across jurisdictional borders, or a common issue in multiple jurisdictions, are encouraged.



COVER PHOTOS: (TOP UPPER LEFT) PEOPLE WALKING - EHPLEN <https://www.flickr.com/photos/91499534@N00/10394619815>
(TOP UPPER RIGHT) BETHESDA ROW— EHPLEN <https://www.flickr.com/photos/91499534@N00/2614580076>
(TOP LOWER LEFT) CAPITAL BIKESHARE— DDOT
(TOP LOWER RIGHT) MARC TRAIN AT ODENTON RYAN STAVLEY <http://flickr.com/photos/391944306@N08/8208863884>
(BOTTOM) PEOPLE ON SIDEWALK AND MAP - TOOLE DESIGN GROUP



MEMORANDUM

TO: COG Board of Directors
FROM: COG Human Services Policy Committee (HSPC)
SUBJECT: Feedback on Regional Housing Strategies
DATE: February 6, 2019

OVERVIEW

On behalf of the Human Services Policy Committee (HSPC), we would like to share our enthusiasm for the COG Board Regional Housing Initiative. Housing shortages exacerbate every issue the HSPC committee considers. By addressing access to housing as a root cause of and/or essential solution to many of the social needs of our citizens, we can help alleviate the challenges to the jurisdictional provision of human services and help achieve better outcomes for the region.

PROPOSED CONSIDERATIONS

Throughout our 2018 deliberations, HSPC focused on issues that intersect with housing challenges and needs. Based on these conversations, we would like to submit two considerations to the COG Board as they pursue a Regional Housing Strategy.

- (1) Consider senior housing needs. Currently, the strategy is guided by the needs of our regional workforce. This economic development framing adds critical urgency to the issue of the regional undersupply of housing, yet exclusively focusing on the working-age population could shortchange estimates and miss a public engagement opportunity to address the housing needs of seniors across the economic spectrum, including those experiencing homelessness, a concerning and growing trend in our region.
- (2) Developing housing proximate to Activity Centers (i.e. transit-oriented development) is key for our HSPC populations of focus; good access to jobs and services is perhaps even more essential to vulnerable populations, like youth aging out of foster care, and those with behavioral health and other human services needs, than to the general workforce population. Yet there are challenges with developing infrastructure around these Activity Centers, where land is most valuable. As the COG Board considers how to overcome the “hard infrastructure” (e.g. utilities, transportation) challenges necessary to support increased housing in Activity Centers, HSPC urges consideration for “human services infrastructure,” such as schools and community centers, as well.

We thank you in advance for your thoughtful consideration and welcome the opportunity for further discussion.

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
SUBJECT: Executive Director's Report – February 2019
DATE: February 6, 2019

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – At its January meeting, the TPB approved new highway safety targets for the region and was briefed on how the region's long-range transportation plan, *Visualize 2045*, might impact low-income and minority populations. The board was also briefed on how the federal government shutdown affected traffic in the region.



Chesapeake Bay and Water Resources Policy Committee (CBPC) – In January, CBPC members were briefed on the District of Columbia, Maryland, and Virginia legislative outlook and national water funding issues, including the roll out of America's Water Infrastructure Act, a bipartisan measure that passed in December. The CBPC and its Water Resources Technical Committee continued work on their forthcoming *Potomac Water Quality Report*.

FEDERAL GOVERNMENT SHUTDOWN
COG provided support to its members and nonprofit partners throughout the shutdown.

[Watch this NBC Washington segment on those regional efforts](#)

Climate, Energy, and Environment Policy Committee (CEEPC) – At its January meeting, CEEPC focused on its 2019 priorities—expanding the regional tree canopy, increasing solar deployment, and advancing electric vehicle adoption. Members approved advancing a resolution to the COG Board establishing a Regional Tree Canopy Committee, discussed support for legislation in Virginia to enhance its solar market, and were briefed on a new contract available to COG members to facilitate climate, energy, and resilience planning initiatives.

[Blog by CEEPC Chairman Daniel Sze on the committee's 2019 priorities](#)

Human Services Policy Committee (HSPC) – At its January meeting, the HSPC focused on developing its 2019 priorities, including the areas of housing and equity, and discussed opportunities for providing support to residents impacted by the federal government shutdown.

Region Forward Coalition (RFC) – The RFC focused on prosperity in January. The meeting featured a discussion on equitable prosperity, led by Chad Shearer and Steve Brigham of the Brookings Institution, and a discussion about equitable homeownership, led by Rosie Allen-Herring of the United Way of the National Capital Area.

Planning and Housing Directors – In January, COG’s Planning Directors and Housing Directors Committees met jointly for a special briefing by the Greater Washington Partnership and Urban Institute on their research into the region’s housing needs and the ability to accommodate that need.

OUTREACH & PROGRAM HIGHLIGHTS

Federal Government Shutdown – From convening leaders to analyzing data on the shutdown’s potential impact, COG supported its members and nonprofit partners as they served the many local residents adversely affected and encouraged others to consider helping their neighbors in need. This included joining the United Way of the National Capital Area to co-host area human services agencies and charities for a discussion on January 18 about addressing the needs of impacted workers.

[Regional shutdown response page](#)

Housing needs – On January 16, COG Executive Director Chuck Bean participated in a virtual session for Arlington County residents on how Amazon’s decision to locate in the region could affect housing. Additionally, on January 23, COG staff participated in the region’s annual point-in-time count of people experiencing homelessness. This important information will be available later this year in a COG report.

Transportation Research Board – Twenty-four members of COG’s transportation planning staff attended the 98th Annual Meeting of the Transportation Research Board. Transportation Operations Program Director Nicholas Ramfos presented on “Incorporating Sustainability into Planning for Emerging Technologies.”

Transportation Land-Use Connections (TLC) Program kickoff – The TPB began accepting applications for free technical assistance under its popular TLC Program, which provides support for planning studies and preliminary engineering for projects that help local jurisdictions build sustainable, walkable communities. Applications are due April 2.



VIRTUAL SESSION ON AMAZON & HOUSING
COG’s Chuck Bean participated in this Arlington County series on planning for Amazon.

[Watch the session](#)

Climate and energy outreach – CEEPC Member Tim Stevens, a Falls Church Planning Commissioner, and COG Planner Maia Davis presented at a Falls Church City Council Work Session on community-scale greenhouse gas trends and climate and energy action opportunities.

MEDIA HIGHLIGHTS

Government shutdown ‘a strain on this region,’ DC-area leaders warn – COG Vice Chair Derrick L. Davis and Members Penny Gross and David Snyder are quoted about the impact of the federal shutdown in their communities.

[WTOP story](#)

Shutdown is an unwelcome reminder of the D.C. region’s vulnerability to federal dysfunction – COG Executive Director Chuck Bean is quoted about the effect of the shutdown on workers across the region.

[Washington Post story](#)

Drivers, is your morning commute better? Thank the shutdown – COG Transportation Planning Director Kanti Srikanth is quoted about the TPB’s analysis that showed congestion on area roadways decreased considerably during the government shutdown.

[Washington Post story](#)

The reason D.C.’s once-dramatic population growth is slowing down - COG Community Planning and Services Director Paul DesJardin is quoted about population trends in the region and the potential contributing factors, including housing costs and international immigration.

[WAMU story](#)

Area deaths from drunk driving rose, with 86 dying in 2017 – COG Police Chiefs Committee Chairman M. Jay Farr and Washington Regional Alcohol Program (WRAP) President Kurt Erickson comment on the findings of the *How Safe Are Our Roads? Report* prepared by COG for WRAP.

[WTOP story](#)

AGENDA ITEM #4

AMENDMENTS TO THE AGENDA

AGENDA ITEM #5

APPROVAL OF THE MINUTES

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

**MINUTES
Board of Directors Meeting
January 9, 2019**

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Chuck Bean, COG Executive Director
John Foust, COG Audit Committee Chairman
Sharon Pandak, COG General Counsel
Monica Beyrouiti Nuñez, COG Gov. Relations and Member Services Supervisor
Paul DesJardin, COG Community Planning and Services Director
Scott Boggs, COG Homeland Security and Public Safety Managing Director
Luis Campudoni, COG Information Technology and Facility Management Director

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

2018 COG Board Chairman Matthew Letourneau called the meeting to order at 12:07 P.M. and led the Pledge of Allegiance.

2. ELECTION OF 2019 COG BOARD OFFICERS

The board approved the proposed COG Board officers for 2019: Chairman Robert White, Vice Chairman Derrick L. Davis, and Vice Chairman Christian Dorsey.

ACTION: Adopted Resolution R1-2019.

3. ELECTION OF 2019 POLICY COMMITTEE LEADERSHIP

The board approved the proposed leadership for the following policy committees: Chesapeake Bay and Water Resources Policy Committee; Climate, Energy, and Environment Policy Committee; Human Services Policy Committee; and Region Forward Coalition, and the following administrative committees: Audit Committee, Budget and Finance Committee, Employee Compensation and Benefits Review Committee, and Pension Plan Administrative Committee.

ACTION: Adopted Resolution R2-2019.

4. CHAIRMAN'S REPORT

- A. Schedule of COG boards and policy committee meetings for 2019.
- B. Welcome of new board members and alternates in attendance: Tom Hucker, Justin Wilson, and Major Riddick.
- C. Red Cross and COG sponsored event to be held on January 28 about disaster preparedness.

5. EXECUTIVE DIRECTOR'S REPORT

Executive Director Chuck Bean noted that the Transportation Planning Board adopted a set of actions to advance the Visualize 2045 unfunded aspirational initiatives and that the COG Board is helping advance the initiative to bring jobs and housing closer together. Then, Bean provided an update on the COG Board's housing initiative. Next, Bean noted that the Region Forward Coalition is developing social equity targets and the Chief Administrative Officers Committee is organizing a regional training program on racial equity. Then, Bean announced that the COG Annual Report video highlighting major accomplishments for 2018 had been released. Finally, Bean provided an update on the federal government shutdown, including the impact to federal workers in the region.

6. AMENDMENTS TO AGENDA

There was one amendment to the agenda. The board moved to add the approval of a letter calling for an end to the federal government shutdown to the agenda. Then, the board approved the letter and that it be sent to the president and congressional leaders.

7. APPROVAL OF MINUTES

The minutes from the November 14, 2018 board meeting were approved.

8. ADOPTION OF CONSENT AGENDA ITEMS

There were no consent agenda resolutions.

9. FY-2018 AUDITED FINANCIAL STATEMENTS

COG Audit Committee Chairman John Foust briefed the board on the audited financial statements for the year ending on June 30, 2018. PBMares, LLC. Issued a clean opinion of COG's financial statements. The board approved the audit report and extended the contract for the audit firm.

ACTION: Received briefing and adopted Resolution R3-2019.

10. TRAFFIC INCIDENT MANAGEMENT ENHANCEMENT (TIME) UPDATE

COG General Counsel Sharon Pandak briefed the board on how the recommendations from the Traffic Incident Management Enhancement task force's report were moving forward in the District of Columbia, Maryland, and Virginia, including gathering legislative support for amending the Potomac River Bridges Towing Compact, designating transportation incident responders as emergency responders, and making applicable "move over," "move it," and "hold harmless" laws consistent.

ACTION: Received briefing.

11. 2019 LEGISLATIVE PRIORITIES

COG Government Relations and Member Services Supervisor Monica Beyrouti Nuñez briefed the board on the 2019 Legislative Priorities, including supporting the region's transportation funding, housing, water and air quality, climate and energy innovation, human services, emergency preparedness, infrastructure investment and local government input across all sectors. The board was also briefed on a new policy guiding staff and committee legislative action and communication.

ACTION: Received briefing and adopted Resolution R4-2019.

12. COG BOARD FOCUS AREAS FOR 2019

The COG Board will focus on two main initiatives for the year: housing and cybersecurity. COG Community Planning and Services Director Paul DesJardin briefed the board on a workplan to address the need to increase the number of planned housing units by over 100,000 homes between now and 2045, as identified in a September 2018 COG analysis. COG Homeland Security and Public Safety Managing Director Scott Boggs and COG Information Technology and Facility Management Director Luis Campudoni briefed the board on the initiative to work on improving regional coordination to help prepare for, prevent, and respond to threats to local governments.

13. EXECUTIVE SESSION

The board entered in to a closed session to discuss the Executive Director's performance evaluation.

ACTION: Adopted Resolution R5-2019.

14. OTHER BUSINESS

There was no other business.

15. ADJOURN

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

January 2019 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		Mr. Brian Kenner Ms. Beverly Perry Mr. Jay Melder	
	Mr. Rashad Young	Y		
Council	Hon. Phil Mendelson	Y		
	<i>Hon. Robert White</i>	Y		
<i>Maryland</i>				
Bowie	Hon. G. Frederick Robinson			
Charles County	Hon. Reuben Collins		Thomasina Coates Gilbert Bowling	
City of Frederick	Hon. Michael O'Connor			
Frederick County	Hon. Jan Gardner		Mr. Roger Wilson	
College Park	Hon. Patrick Wojahn		Hon. Monroe Dennis	
Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
Greenbelt	Hon. Emmett Jordan	Y	Hon. Judith "J" Davis	
Laurel	Hon. Craig Moe	Y	Hon. Michael Leszcz	
Montgomery County				
Executive	Hon. Marc Elrich		Mr. Andrew Kleine	
Council	Hon. Tom Hucker	Y		
	Hon. Nancy Navarro	Y		
Prince George's County				
Executive	Hon. Angela Alsobrooks		Mr. Major F. Riddick	Y
Council	Hon. Todd Turner	Y (phone)		
	<i>Hon. Derrick Leon Davis</i>	Y		
Rockville	Hon. Bridget Newton			
Takoma Park	Hon. Kate Stewart	Y		
Maryland General Assembly	Hon. Brian Feldman			
<i>Virginia</i>				
Alexandria	Hon. Justin Wilson	Y	Hon. Redella Pepper	
Arlington County	<i>Hon. Christian Dorsey</i>	Y		
City of Fairfax	Hon. David Meyer	Y	Michael DeMarco	
Fairfax County	Hon. Sharon Bulova		Hon. Patrick Herrity	
	Hon. Penelope A. Gross	Y	Hon. Catherine Hudgins	
	Hon. John Foust	Y	Hon. Kathy Smith	
Falls Church	Hon. David Snyder	Y	Hon. David Tarter	
Loudoun County	Hon. Matt Letourneau	Y		
Loudoun County	Hon. Phyllis Randall			
Manassas	Hon. Mark Wolfe			
Manassas Park	Hon. Hector Cendejas	Y	Hon. Suhas Naddoni	
Prince William County	Hon. Frank Principi	Y		
	Hon. Ruth Anderson			
Virginia General Assembly	Hon. George Barker			

Total: 20

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

ADOPTION OF CONSENT AGENDA ITEMS

A. Resolution R6-2019 – Resolution authorizing COG to procure and enter into contracts to develop and conduct a regional complex coordinated attack symposium

The board will be asked to authorize the Executive Director, or his designee, to receive and expend \$150,000 to develop and conduct a Regional Complex Comprehensive Coordinated Attack Symposium for the National Capital Region. As the Secretariat for the Urban Area Security Initiative for the National Capital Region, COG has been requested by The Homeland Security Executive Committee to procure contractors and enter into contracts to support the development and conduct the symposium. The symposium will share information across a wide audience about ongoing gaps and lessons learned from recent national and international incidents and regional preparedness surveys. Funding for this effort will be provided through a subgrant from the State Administrative Agent for the National Capital Region. No COG matching funds are required.

RECOMMENDED ACTION: Approve Resolution R6-2019.

AGENDA ITEM #7

FY2019 SECOND QUARTER FINANCIAL REPORT



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director
Leta Simons, Chief Financial Officer
SUBJECT: Fiscal Year 2019 Second Quarter Financial Report
DATE: February 6, 2019

We are providing the following interim financial reports to the Board of Directors for the six months ended December 31, 2018:

- Statement of Revenue, Expense, and Change in Net Position for the period July 1, 2018 – December 31, 2019
- Comparative Statement of Net Position as of December 31, 2017 and December 31, 2018

SUMMARY AND HIGHLIGHTS

As of the first six months of the fiscal year, the net deficit from operations is \$213,900. Of that amount, \$138,000 represents the planned use of restricted program funds that were earned in previous years. The remaining \$75,500 represents the deficit as of December 31, 2018 in general funds, which is near the break-even point budgeted for FY2019.

Operating revenue and expenses are tracking very close to both the FY2019 budget and mid-year totals for the prior year. However, subrecipient pass-through funds for regional homeland security preparedness, received through the D.C. Homeland Security and Emergency Management Agency (DC HSEMA), are significantly less than budgeted. Although 95% of the funds are used for direct pass-through expenses, a reduction in total funding also reduces the amount of administrative funds available to maintain staffing for the program. Accordingly, expenses have been reduced in the first half of the fiscal year by leaving a position vacant. Further adjustments may be needed if funding continues at the reduced level. Funding varies from year to year with the number and type of projects that are managed by COG on behalf of DC HSEMA.

The Statement of Net Position as of December 31, 2018 shows an overall reduction in net assets of \$514,600. New accounting rules resulted in reclassification of \$256,400 as fiduciary funds, which are no longer presented as part of the operating funds. The remaining reduction reflects the use of prior year program funds and overall operating deficit at mid-year.

Board-designated reserves, which include the operating and capital expenditures reserves, remain fully funded.

Metropolitan Washington Council of Governments
FY 2019 Statement of Revenue, Expense, and Change in Net Position
For the six months ended December 31, 2018
With Comparisons to Approved Budget and Prior Year Results

Prepared on an accrual basis

	Fiscal YTD As of 12/31/2018	Budget FY2019	% of Budget	Prior FY As of 12/31/2017
Operations Revenue				
Federal and state revenue	10,243,100	21,347,500		9,644,700
Member dues	2,111,600	4,223,100		2,032,400
Regional funds	1,084,000	2,175,400		1,045,300
Building & investment revenue	328,000	694,900		357,000
Other revenue*	1,169,600	3,384,400		1,243,400
Total Operations Revenue	14,936,300	31,825,300	47%	14,322,800
Operations Expense				
Salaries - Direct program	4,309,200	9,012,200		4,163,800
Salaries - Leave benefits	924,500	1,751,100		1,103,400
Other employee benefits	1,341,700	2,636,900		1,296,400
Consultants	2,933,700	5,843,400		1,400,300
Other direct program expense	1,598,500	3,144,600		2,639,600
Support services, rent and other allocated expense	4,042,600	9,437,100		4,119,900
Total Operations Expense	15,150,200	31,825,300	48%	14,723,400
Net Surplus (Deficit) - Operations	(213,900)	-		(400,600)
Increase (Decrease) in Prior Yr Program Funds	(138,400)			(245,500)
Change in Undesignated Fund Balance	(75,500)	-		(155,100)

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

Revenue - All Sources	FY2019 YTD	FY2019 Budget	
Operations	14,936,300	31,825,300	47%
Special Revenue Funds	87,700	191,000	46%
Subrecipient Pass-Through	3,634,200	23,722,000	15%
Contributed Services		403,400	0%
Total Revenue - All Sources	18,658,200	56,141,700	

**Metropolitan Washington Council of Governments
Comparative Statement of Net Position
As of December 31, 2017 and December 31, 2018**

	FY2019 as of 12/31/2018	FY2018 as of 12/31/2017	Increase (Decrease)
Assets			
Cash	3,377,200	1,988,000	
Investments	5,673,600	7,542,100	
Accounts receivable	10,590,000	11,903,700	
Prepaid expenses and other assets	512,800	506,600	
Capital assets, net of depreciation	1,831,700	1,854,600	
Total Assets	21,985,300	23,795,000	(1,809,700)
Liabilities			
Accounts payable	938,900	1,126,200	
Accrued payroll, leave & other liabilities	1,305,400	1,800,000	
Deferred revenue	2,782,000	3,395,200	
Total Liabilities	5,026,300	6,321,400	(1,295,100)
NET POSITION*			
Net investment in capital assets	1,831,700	1,854,600	
Board designated reserves	11,507,100	11,062,400	
Restricted project funds	3,117,900	3,778,200	
Other restricted funds		8,200	
Undesignated	502,300	770,200	
Total Net Position	16,959,000	17,473,600	(514,600)
Total Liabilities and Net Assets	21,985,300	23,795,000	(1,809,700)

*Excludes Net Pension Asset of \$2,760,100, which is available only for pension plan benefits.

AGENDA ITEM #8

“HOW SAFE ARE OUR ROADS?” REPORT

HOW SAFE ARE OUR ROADS?

2017 annual data report on the impact of drunk driving on road safety in the Washington D.C. metropolitan region

December 2018



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

Prepared for the Washington Regional Alcohol Program by the Metropolitan Council of Governments.
December 2018

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: Arlington County Master Police Officer Dimitrios Mastoras, Lyft Regional Marketing Manager Kate Glantz, Arlington County Police Chief M. Jay Farr, and WRAP President Kurt Erickson, gather at the July 2, 2018 unveiling of the police department's new SoberRide® Vehicle. (WRAP)

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A LOOK AT REGIONAL AND NATIONAL FIGURES

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

Regional alcohol and/or drug-impaired traffic fatalities have increased 45.76% of total crash fatalities in the region in 2017 from 2016, compared with a decrease of 24.08% in 2016 from 2015. Nationally, alcohol-impaired fatality rates rose slightly in 2017 to 29% (compared to 28% in 2016).

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. National Park Service data.

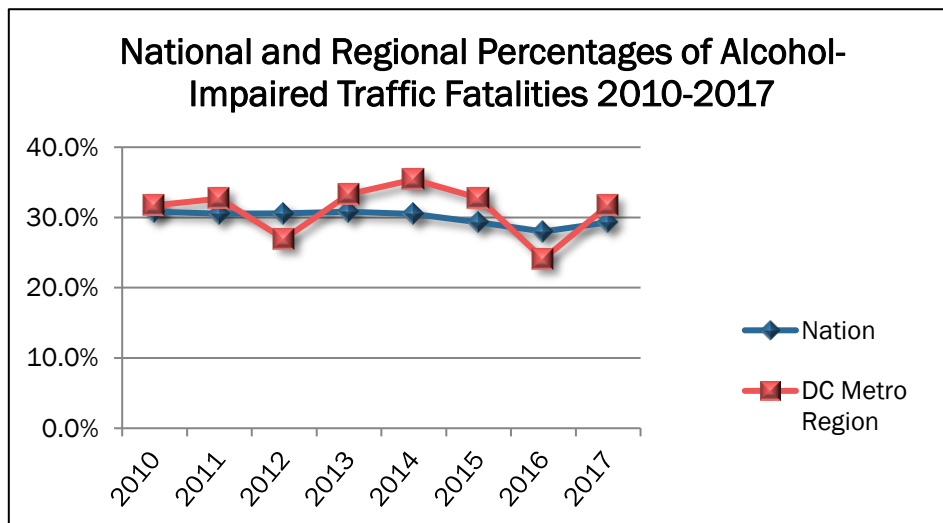


Figure 1. National & Regional Percentages of Alcohol-Impaired Traffic Fatalities, 2010-2017

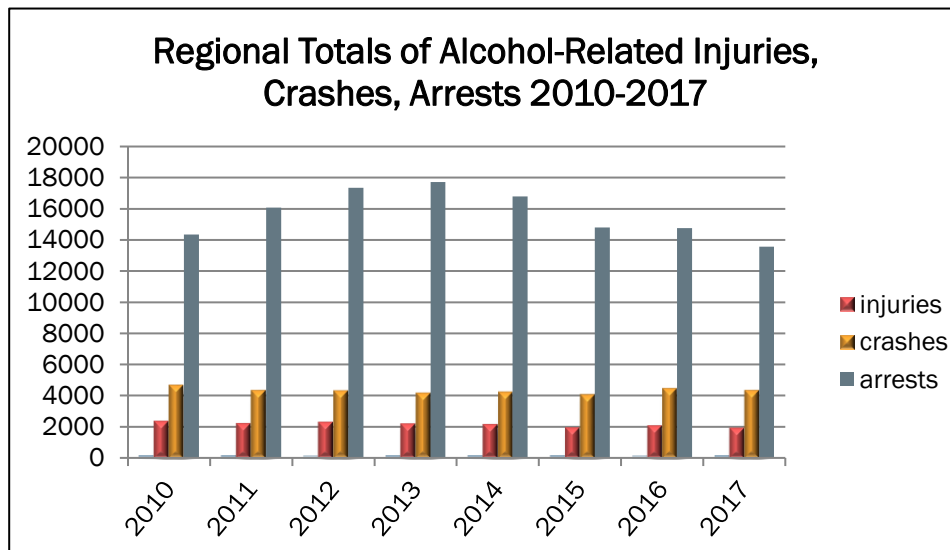


Figure 2. Regional Totals of Alcohol-Related Injuries, Crashes, & Arrests, 2010-2017

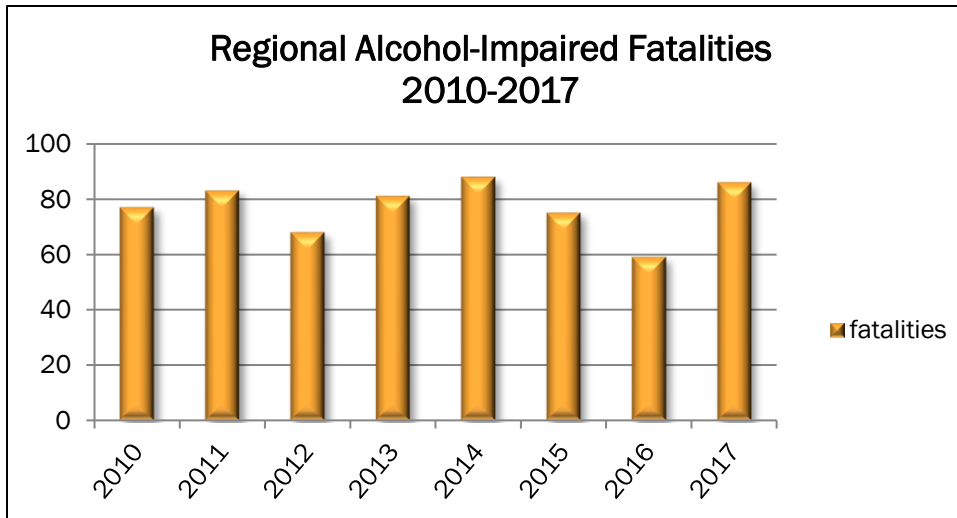


Figure 3. Regional Alcohol-Impaired Fatalities, 2010-2017

HOW SAFE ARE OUR ROADS? 2018 REPORT

OVERVIEW

Findings in the 2018 report (2017 data) include:

FATALITIES: Local alcohol and/or drug-impaired traffic fatalities **increased** by 45.76% between 2016 and 2017 (from 59 to 86 such fatalities).

- The average number of regional total (DC Metro Region and National Parks) alcohol and/or drug-impaired traffic fatalities over the last five years (2013-2017) is 78. Three of the last five years has had more traffic fatalities than the average. 2015 and 2016 were below the average for traffic fatalities.

CRASHES: Area traffic crashes attributed to alcohol and/or drugs **decreased** 2.57% between 2016 and 2017 (from 4,438 to 4,324 such crashes).

- The average number of DC Metro Regional alcohol and/or drug-impaired related traffic crashes over the last five years (2013-2017) is 4,208. Three of the last five years has had more traffic crashes than the average. 2013 and 2015 were below the average of traffic crashes.

INJURIES: Regional alcohol and/or drug-related traffic injuries **decreased** 7.14% between 2016 and 2017 (from 2,074 to 1,926 such injuries).

- The average number of DC Metro Regional alcohol and/or drug-impaired related traffic injuries over the last five years (2013-2017) is 2,036. Three of the last five years has had more traffic injuries than the average. 2015 and 2017 were below the average for traffic injuries.

ARRESTS: Local arrests for either driving under the influence (DUI) or driving while impaired (DWI) **decreased** 8.08% between 2016 and 2017 (from 14,757 to 13,564 such arrests).

- The average number of DC Metro Regional alcohol and/or drug-impaired related arrests over the last five years (2013-2017) is 15,150. Two of the last five years has had more arrests than the average. Overall, there has been a decrease each year since 2013 for arrests.

Of the metropolitan Washington area's 271 total traffic fatalities for 2017, **86 or 31.73%** of these roadway deaths were due to drivers who were alcohol and/or drug-impaired (Blood Alcohol Concentration [BAC] = .08+). National statistics (National Highway Traffic Safety Administration, NHTSA) show that 29% of total U.S. vehicular fatalities in 2017 were reported as alcohol impaired (BAC = .08+).

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. National Park Service (NPS), Virginia Department of Motor Vehicles (VA DMV), Maryland National Study Center for Trauma and Emergency Medical Systems (MD NSC), 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 were provided by the state, and most likely include state police data.

SUB-REGIONAL TRENDS

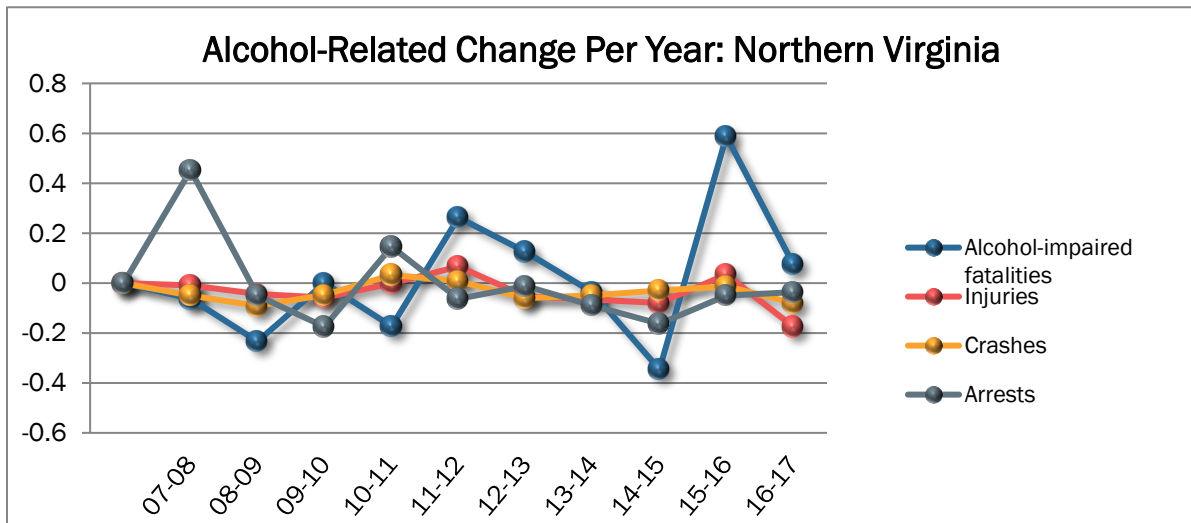


Figure 4. Alcohol-Related Change per Year: Northern VA

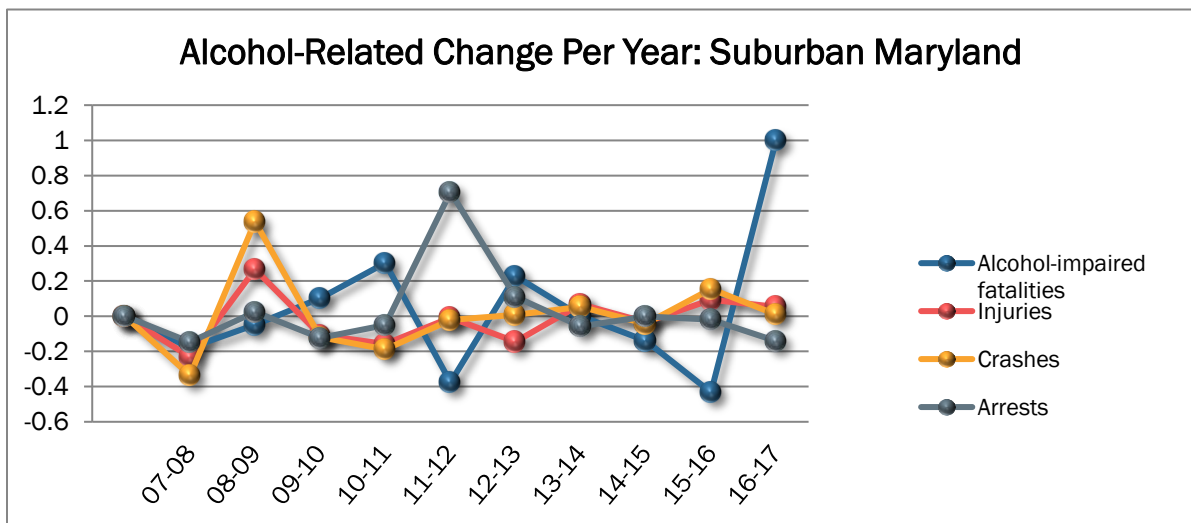


Figure 5. Alcohol-Related Change per Year: Suburban MD

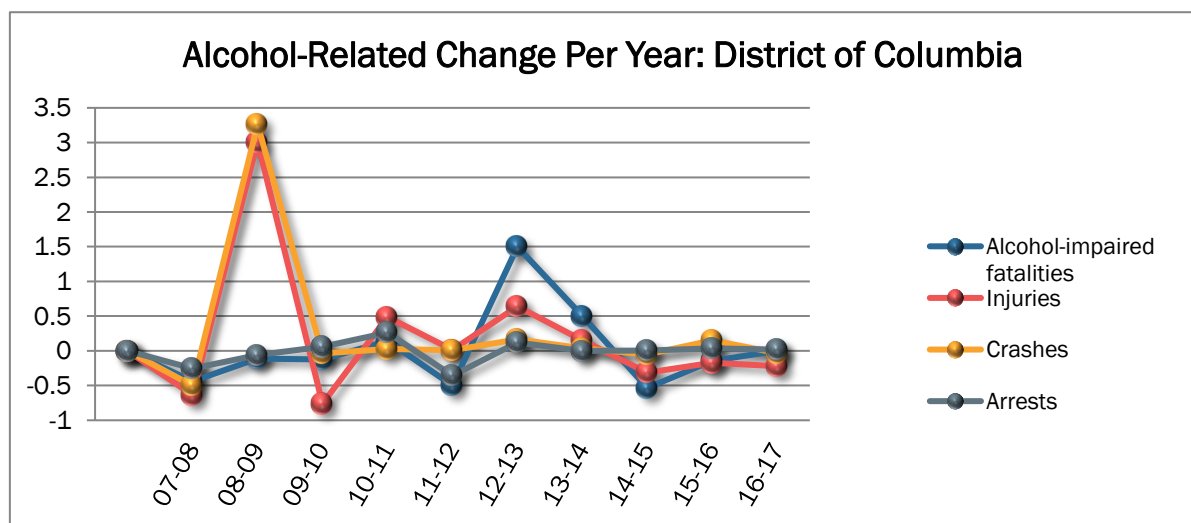


Figure 6. Alcohol-Related Change per Year: District of Columbia

TOTAL TRAFFIC FATALITIES

Total Traffic Fatalities 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	24	27	15	29	26	26	28	33	17.86%
MARYLAND									
Montgomery County	47	40	37	41	40	47	42	33	-21.43%
Prince George's County	92	105	83	87	98	95	78	99	26.92%
MD Regional Total	139	145	120	128	138	142	120	132	10.00%
VIRGINIA									
Arlington County	6	6	4	6	5	5	1	5	400.00%
Fairfax County	35	45	46	40	32	30	36	35	-2.78%
Loudoun County	12	11	17	13	12	11	12	22	83.33%
Prince William County	23	15	19	19	23	11	30	22	-26.67%
City of Alexandria	2	3	4	3	0	4	4	4	0.00%
City of Fairfax	0	1	5	2	0	0	4	0	-100.00%
City of Falls Church	2	0	0	0	1	0	0	0	0.00%
City of Manassas	0	0	1	0	0	0	0	2	200.00%
City of Manassas Park	0	1	0	0	0	0	0	0	0.00%
Northern Virginia Total	80	82	96	83	73	61	87	90	3.45%
DC Metro Regional Total	243	254	231	240	237	229	235	255	8.51%
National Parks in Region	N/A	N/A	N/A	3	N/A	17	10	16	60.00%
Regional Total Adjusted	N/A	N/A	N/A	243	N/A	246	245	271	10.61%
National	32,885	32,367	33,782	32,719	32,675	35,092	37,461	37,133	-0.88%

ALCOHOL-IMPAIRED TRAFFIC FATALITIES

Alcohol-Impaired Traffic Fatalities by Jurisdiction with BAC=.08+ 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	7	8	4	10	15	7	6	6	0.00%
MARYLAND									
Montgomery County	13	20	10	12	11	10	4	8	100.00%
Prince George's County	30	36	25	31	32	27	17	34	100.00%
MD Regional total	43	56	35	43	43	37	21	42	100.00%
VIRGINIA									
Arlington County	1	0	1	1	2	2	0	2	200.00%
Fairfax County	8	9	8	18	12	9	12	12	0.00%
Loudoun County	3	4	5	4	6	2	4	7	75.00%
Prince William County	11	3	10	4	5	2	9	6	-33.33%
City of Alexandria	0	1	2	0	0	2	1	1	0.00%
City of Fairfax	0	1	1	0	0	0	1	0	-100.00%
City of Falls Church	0	0	0	0	1	0	0	0	0.00%
City of Manassas	0	0	0	0	0	0	0	1	100.00%
City of Manassas Park	0	1	0	0	0	0	0	0	0.00%
Northern Virginia Total	23	19	27	27	26	17	27	29	7.41%
DC Metro Region Total	73	83	66	80	84	61	54	77	42.59%
National Parks in Region	4	0	3	1	4	14	5	9	80.00%
Regional Total Adjusted	77	83	69	81	88	75	59	86	45.76%
National	10,136	9,878	10,336	10,076	9,967	10,320	10,497	10,874	3.59%

TOTAL TRAFFIC INJURIES

Total Traffic Injuries by Jurisdiction 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	4,473	5,812	6,515	6,929	7,474	7,986	8,342	2,969	-64.41%
MARYLAND									
Montgomery County	6,510	6,095	6,051	5,417	6,196	6,365	7,045	7,000	-0.64%
Prince George's County	6,084	6,422	6,411	6,532	6,549	6,746	7,715	7,787	0.93%
MD Regional total	12,594	12,517	12,462	11,949	12,745	13,111	14,760	14,787	0.18%
VIRGINIA									
Arlington County	1,007	1,005	1,252	1,090	1,094	978	1,048	1,036	-1.15%
Fairfax County	7,600	7,767	8,185	7,608	7,649	7,677	7,564	6,418	-15.15%
Loudoun County	1,764	1,869	1,837	1,917	2,123	2,143	2,289	2,081	-9.09%
Prince William County	2,741	2,826	2,763	3,030	2,915	2,747	2,785	2,652	-4.78%
City of Alexandria	614	601	609	681	757	731	721	576	-20.11%
City of Fairfax	178	205	243	227	440	338	294	242	-17.69%
City of Falls Church	193	183	232	132	241	160	133	177	33.08%
City of Manassas	328	447	612	560	646	626	773	711	-8.02%
City of Manassas Park	26	24	24	41	29	48	60	26	-56.67%
Northern Virginia Total	14,451	14,927	15,757	15,286	15,894	15,448	15,667	13,919	-11.16%
DC Metro Region Total	31,518	33,256	34,734	34,164	36,113	36,545	38,769	29,596	-18.30%
National Parks in Region	826	555	541	570	N/A	603	532	492	-7.52%
Regional Total Adjusted	32,344	33,811	35,275	34,734	N/A	37,148	39,301	32,167	-18.15%

ALCOHOL-RELATED TRAFFIC INJURIES

Alcohol-related Traffic Injuries by Jurisdiction with BAC=.01+ 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	92	137	139	228	263	180	149	116	-22.15%
MARYLAND									
Montgomery County	488	379	393	316	343	366	401	492	22.69%
Prince George's County	617	551	530	474	501	451	492	448	-8.94%
MD Regional total	1,105	930	923	790	844	817	893	940	5.26%
VIRGINIA									
Arlington County	78	71	117	117	78	84	91	94	3.30%
Fairfax County	610	573	594	524	476	442	459	331	-27.89%
Loudoun County	140	149	133	115	150	128	144	117	-18.75%
Prince William County	203	216	203	223	204	182	182	163	-10.44%
City of Alexandria	48	50	66	71	60	52	53	53	0.00%
City of Fairfax	6	15	14	17	26	25	12	17	41.67%
City of Falls Church	3	6	16	6	4	10	11	11	0.00%
City of Manassas	25	29	43	49	47	41	38	33	-13.16%
City of Manassas Park	1	3	0	1	5	2	9	5	-44.44%
Northern Virginia Total	1,114	1,112	1,186	1,123	1,050	966	999	824	-17.52%
DC Metro Region Total	2,311	2,179	2,248	2,141	2,157	1,963	2,041	1,880	-7.89%
National Parks in Region	62	41	51	51	N/A	N/A	33	46	39.39%
Regional Total Adjusted	2,373	2,220	2,299	2,192	N/A	N/A	2,074	1,926	-7.14%

TOTAL TRAFFIC CRASHES

Total Traffic Crashes By Jurisdiction 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	16,739	18,002	18,276	19,482	21,752	24,193	26,495	26,402	-0.35%
MARYLAND									
Montgomery County	11,536	11,093	10,562	10,825	12,279	13,006	14,160	14,239	0.56%
Prince George's County	13,013	12,818	12,049	12,580	13,355	14,758	17,185	18,297	6.47%
MD Regional total	24,549	23,911	22,611	23,405	25,634	27,764	31,345	32,536	3.80%
VIRGINIA									
Arlington County	2,192	2,494	2,469	2,463	2,469	2,483	2,711	2,508	-7.49%
Fairfax County	13,726	14,580	14,500	13,675	13,680	14,024	13,781	13,631	-1.09%
Loudoun County	3,798	4,066	4,164	4,186	4,281	4,824	4,921	4,875	-0.93%
Prince William County	4,984	5,221	5,265	5,671	5,856	5,660	5,564	5,540	-0.43%
City of Alexandria	1,594	1,631	1,711	1,695	1,777	1,912	1,736	1,441	-16.99%
City of Fairfax	655	650	648	615	700	561	565	596	5.49%
City of Falls Church	190	180	154	83	165	169	144	121	-15.97%
City of Manassas	590	594	610	567	568	595	633	573	-9.48%
City of Manassas Park	40	73	63	66	71	81	97	55	-43.30%
Northern Virginia Total	27,769	29,489	29,584	29,021	29,567	30,309	30,152	29,340	-2.69%
DC Metro Region Total	52,318	53,400	70,471	71,908	76,953	82,266	87,992	88,278	-0.33%
National Parks in Region	2,762	2,811	2,644	1,281	4,164	4,621	4,049	3,486	-13.90%
Regional Total Adjusted	55,080	56,211	73,115	73,189	81,117	86,887	92,041	91,764	-0.30%

ALCOHOL-RELATED TRAFFIC CRASHES

Alcohol-related Traffic Crashes By Jurisdiction with a BAC=.01+ 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	542	558	564	657	682	647	746	723	-3.08%
MARYLAND									
Montgomery County	891	749	737	690	807	815	905	954	5.41%
Prince George's County	1,271	1,006	980	1,041	1,017	933	1,116	1,085	-2.78%
MD Regional total	2,162	1,755	1,717	1,731	1,824	1,748	2021	2,039	0.89%
VIRGINIA									
Arlington County	213	218	242	232	235	218	199	203	2.01%
Fairfax County	919	903	910	829	740	708	701	621	-11.41%
Loudoun County	210	230	239	213	236	222	259	227	-12.36%
Prince William County	319	344	337	337	319	332	305	296	-2.95%
City of Alexandria	102	110	97	111	99	99	94	83	-11.70%
City of Fairfax	32	38	27	26	35	29	19	26	36.84%
City of Falls Church	6	10	12	4	9	8	12	10	-16.67%
City of Manassas	32	36	34	44	35	40	30	33	10.00%
City of Manassas Park	8	12	16	3	3	4	19	9	-52.63%
Northern Virginia Total	1,841	1,901	1,914	1,799	1,711	1,660	1,638	1,508	-7.94%
DC Metro Region Total	4,545	4,214	4,195	4,095	4,217	4,055	4,405	4,270	-3.06%
National Parks in Region	92	101	94	51	N/A	N/A	33	54	63.64%
Regional Total Adjusted	4,637	4,315	4,289	4,146	N/A	N/A	4,438	4,324	-2.57%

ALCOHOL-RELATED TRAFFIC ARRESTS

Total Alcohol Related Traffic Arrests by Jurisdiction 2010-2017									
Year	2010	2011	2012	2013	2014	2015	2016	2017	Percent Change 2016-2017
DISTRICT OF COLUMBIA									
Washington	1,648	2,081	1,340	1,498	1,501	1,508	1,561	1,590	1.86%
MARYLAND									
Montgomery County	2,647	2,247	3,892	3,983	3,723	3,973	4,101	3,406	-16.95%
Prince George's County	1,416	1,609	2,688	3,314	3,153	2,894	2,629	2,379	-9.51%
MD Regional total	4,063	3,856	6,580	7,297	6,876	6,867	6,730	5,785	-14.04%
VIRGINIA									
Arlington County	609	789	963	850	874	742	692	494	-28.61%
Fairfax County	3,407	3,887	3,343	3,628	3,116	2,387	2,457	2,536	3.22%
Loudoun County	939	847	845	828	733	667	671	561	-16.39%
Prince William County	2,394	2,856	2,745	2,493	2,372	1,941	1,651	1,613	-2.30%
City of Alexandria	348	412	360	378	372	349	324	397	22.53%
City of Fairfax	187	202	175	155	107	78	62	59	-4.84%
City of Falls Church	72	121	113	110	103	78	55	43	-21.82%
City of Manassas	N/A	N/A	N/A	N/A	N/A	138	124	125	0.81%
City of Manassas Park	N/A	N/A	N/A	N/A	N/A	46	71	56	-21.13%
Northern Virginia Total	7,956	9,114	8,544	8,442	7,677	6,426	6,107	5,884	-3.65%
DC Metro Region Total	13,667	15,051	16,464	17,237	16,054	14,801	14,398	13,259	-7.91%
National Parks in Region	689	1,027	877	487	740	N/A	359	305	-15.04%
Regional Total Adjusted	14,356	16,078	17,341	17,724	16,794	N/A	14,757	13,564	-8.08%

YOUTH DATA

Alcohol-Related Crashes, Injuries, and Arrests for Persons Under 21 Years of Age By Region, 2017												
	Fatalities	Alcohol-Related Fatalities	Percentage of Alcohol-Related Fatalities	Crashes	Alcohol-Related Crashes	Percentage of Alcohol-Related Crashes	Injuries	Alcohol-Related Injuries	Percentage of Alcohol-Related Injuries	Arrests	Alcohol-Related Arrests	Percentage of Alcohol-Related Arrests
District of Columbia												
Washington	3	0	0.00%	3,082	13	0.42%	312	11	3.53%	289	27	9.34%
Maryland												
Montgomery County	2	0	0.00%	3,290	51	1.55%	1,138	83	7.29%	5,142	97	1.89%
Prince George's County	8	2	25.00%	4,166	43	1.03%	1,286	64	4.98%	5,142	43	0.84%
MD Regional Total	10	2	20.00%	7,456	94	1.26%	2,424	147	6.06%	10,284	140	1.36%
Virginia												
Arlington County	0	0	0.00%	246	19	7.72%	85	2	2.35%	1,337	21	1.57%
Fairfax County	2	0	0.00%	2,377	61	2.57%	801	29	3.62%	12,306	122	0.99%
Loudoun County	2	0	0.00%	990	23	2.32%	369	11	2.98%	3,805	36	0.95%
Prince William County	3	0	0.00%	1,313	43	3.27%	465	25	5.38%	8,404	100	1.19%
City of Alexandria	1	0	0.00%	146	6	4.11%	44	4	9.09%	1,250	17	1.36%
City of Fairfax	0	0	0.00%	138	1	0.72%	27	1	3.70%	731	2	0.27%
City of Falls Church	0	0	0.00%	19	0	0.00%	16	0	0.00%	125	1	0.80%
City of Manassas	1	1	100.00%	160	6	3.75%	143	6	4.20%	611	9	1.47%
City of Manassas Park	0	0	0.00%	13	4	3.75%	2	1	50.00%	406	6	1.48%
Northern Virginia Total	9	1	11.11%	5,402	163	3.02%	1,952	79	4.05%	28,975	314	1.08%
DC Metro Regional Total	22	3	13.64%	15,940	270	1.69%	4,688	237	5.06%	39,548	481	1.22%
National Parks in Region	1	0	0.00%	153	4	2.61%	96	4	4.17%	17	1	5.88%
Regional Total Adjusted	23	3	13.04%	16,093	274	1.70%	4,784	241	5.04%	39,565	482	1.22%

METHODOLOGY

Following is a listing of the agencies providing local jurisdictional data:

District of Columbia:

Metropolitan Police Department (MPD)

State of Maryland:

MD National Study Center for Trauma and Emergency Medical Systems (MD NSC)

Montgomery County Police Department (MCPD)

Prince George's County Police Department (PGPD)

Virginia:

Virginia Department of Motor Vehicles (VA DMV)

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. National Park Service (NPS)

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 year 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 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 Washington Metro region. Data tables provide totals within the Washington Metro 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 National Study Center for Trauma and EMS (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 Washington Metro 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 Washington Metro region. Collection of data on driver or passenger residence versus jurisdiction of accident is beyond the scope of this report. Calculating rates based on the Washington Metro 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 United States Park Police. Because the 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

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 #9

MANAGING THE REGION'S TREES AND FORESTS

TREE CANOPY MANAGEMENT STRATEGY

The Regional Tree Canopy Workgroup's Assessment of the Region's Tree and Forest Resources

May 2018



Metropolitan Washington
Council of Governments

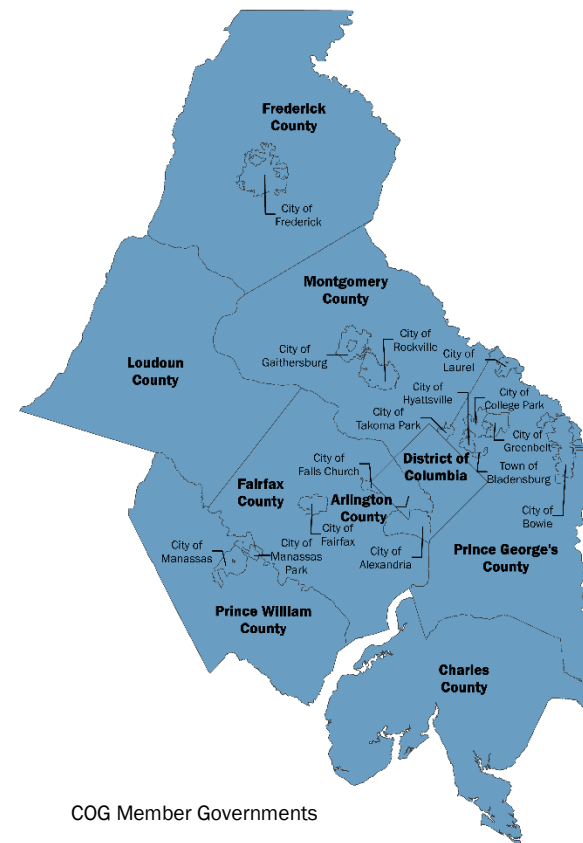
ABOUT COG AND THE REGIONAL TREE CANOPY WORKGROUP

Founded in 1957, the Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association, with a membership of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress. COG is supported by financial contributions from its member governments, federal and state grants and contracts, and donations from foundations and the private sector.

The Board of Directors is COG's governing body and is responsible for its overall policies. In addition, a wide network of policy, technical, and advisory committees, partnerships, and programs advance COG's regional work. Elected leaders, police chiefs, housing directors, environmental experts, and transportation planners develop synergy working together at COG.

COG's Regional Tree Canopy Workgroup (RTCW) is an ad-hoc committee formed to develop strategies, tactics and recommendations that can be used to conserve and manage regional tree and forest resources in support of environmental, land use planning, regulatory and socio-economic goals. The RTCW was convened to continue working on local government commitments to implement control strategies identified in the "Urban Heat Island Mitigation/Tree Planting/Canopy Conservation and Management" measure that was included in the 2007 Metropolitan Washington State Implementation Plan (SIP) for the 8-Hour Ozone Standard. These control strategies include: Measuring Existing Resources and Tracking Changes; Developing Programs to Enhance and Increase Benefits from Trees; Developing Public Outreach Programs; Developing a Regional Canopy Management Plan; Examining Tree Species Selection; and, Enhancing Monitoring Programs.

Initially, RTCW efforts centered around the development of a credited tree canopy measure for air quality plans; however, RTCW's focus was soon expanded to develop strategies and recommendations that support a broader set of goals and objectives to enhance regional tree cover to help improve air quality. One of the most significant control measures



COG Member Governments

identified in the 2007 SIP was for local governments to collaborate in the development of: “a long-range plan to enhance tree conservation and planting, and to establish goals for increasing tree canopy coverage between 2010 and 2030 that could lead to lower levels of ground-level ozone pollution.”

Building on this measure, RTCW elected to generate a set of preliminary strategies and recommendations for air and water quality that may be used in the metropolitan Washington region. Furthermore, this report is intended to help build interest, support and a strong foundation for local, state and regional governments to provide the resources needed to ultimately develop a fully developed regional canopy management plan. Additional Acknowledgements:

Regional Tree Canopy Workgroup Members

Michael P. Knapp, Chairperson – Montgomery County, MD

CJ Lammers: MNCPPC - Prince George’s County, MD

Todd Bolton: City of Takoma Park, MD

Katherine Nelson, MNCPPC - Montgomery County, MD

Laura Miller – DEP - Montgomery County, MD

Jim McGlone: Virginia Department of Forestry

Anne Hairston Strang: MDNR-Forest Service

Marian Honecny: MDNR-Forest Service

Vincent Verweij: Arlington County

Gary Allen: Chesapeake Communities

Steve Saari, District of Columbia

Monica Lear: District of Columbia

Keith Cline: Fairfax County, VA



An example of trees in a community's downtown area, Alexandria VA (Visit Alexandria)

EXECUTIVE SUMMARY

Trees such as those found in our transportation corridors, parks, yards, and natural areas are valuable community assets that play a major role in sustaining the quality of life enjoyed by residents of metropolitan Washington. Although trees may appear long-lived, resilient, and ubiquitous; they have inherent limitations and a set of threats that necessitate communities within the region take common steps to protect, manage, and expand this resource so future generations will continue to enjoy its services and benefits.

Urban Forest is the term used in this report to describe naturally occurring and planted trees and forests located in or near to urban and suburban settings. Metropolitan Washington's urban forest is a major constituent of our network of green infrastructure and delivers significant levels of "triple bottom line" social, environmental, and financial benefits.

The Regional Tree Canopy Workgroup (RTCW) of COG is a multi-government effort to explore opportunities to manage our urban forest in a collaborative manner at the regional scale. A regional approach to managing this resource is critical because the actions of one locality can easily impact the quality, health and functionality of urban forests throughout the region. Regional collaboration also has the potential to unlock synergistic results that cannot be achieved by the efforts of individual communities; and, to realize broader planning goals such as those contained in the **Region Forward Vision**, which calls for a more prosperous, accessible, livable, and sustainable metropolitan Washington.

Growth, redevelopment, and demographic shifts that are likely to occur in over the next 30 years have the potential to erode efforts to conserve our urban forest. An estimated increase of one and a half million people by 2050, sprawl development patterns, the effects of climate change, increased storm severity, changing cultural values and related "nature deficit disorder" are a few examples of the

challenges and threats that need to be addressed. The purpose of the **Regional Tree Canopy Management Strategy** is to provide COG members with a framework of policies and recommendations that can be used to address challenges and threats to urban forests and to maximize its capacity to deliver benefits and services to our communities, while minimizing associated risks.

KEY RECOMMENDATIONS

1. **Encourage COG member jurisdictions to conserve and expand urban forests.** Share this publication with all COG communities and encourage local officials to determine the policies and recommendations that could be used to protect, manage and expand trees and forests in their community (see pages 24 through 34 for a complete list of goals, strategies and recommendations).
2. **Establish an on-going forest policy committee** to advise COG committees on issues and trends related to regional trees and forests; *develop a regional tree action plan and regional tree canopy goals*; and, promote, monitor, and realign policies and recommendations as new conditions and trends emerge.
3. **Align regional urban forestry initiatives and metrics with the Region Forward Vision** to support of broader land use planning goals and policies.

“Urban trees and forests are considered integral to the sustainability of cities as a whole. Yet, sustainable urban forests are not born, they are made. They do not arise at random but result from a community-wide commitment to their creation and management.”

Clark et al.: *Urban Forest Sustainability*

To View Full Report, Please Visit COG Website:
<https://www.mwcog.org/documents/tree-canopy-management-strategy/>

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

**RESOLUTION ENDORSING THE ESTABLISHMENT OF A REGIONAL TREE CANOPY SUBCOMMITTEE OF
THE CLIMATE, ENERGY, AND ENVIRONMENT POLICY COMMITTEE (CEEPC)**

WHEREAS, in 2008 the Metropolitan Washington Council of Governments (COG) Board of Directors adopted a regional greenhouse gas report and set emission reduction targets of 10 percent below business as usual projections by 2012, 20 percent below 2005 levels by 2020, and 80 percent below 2005 levels by 2050, and assigned the CEEPC to implement measures to achieve the target; and

WHEREAS, state and local governments and private organizations have recognized the host of environmental benefits that trees provide and that there is a vested interest and investment in the sound management and protection of forests, urban forests and other green infrastructure such as community parks, recreation areas, riparian buffers; and

WHEREAS, the Regional Tree Canopy Management Strategy provides guidance to conserve, protect and enhance regional urban forest canopy and managing this resource to protect the quality, health and functionality of urban forests, consistent with COG's Region Forward vision; and

WHEREAS, a key recommendation of the Regional Tree Canopy Management Strategy is to establish a committee to advise COG on related issues, trends and policies and to work towards the goals established in the Strategy; and

WHEREAS, CEEPC requests the COG Board of Directors endorse the establishment of a Regional Tree Canopy Subcommittee as a technical subcommittee of CEEPC; and

WHEREAS, the Subcommittee would be comprised of regional subject matter experts, appointed by the CEEPC chair as is provided in the CEEPC bylaws, representing local, state and federal interests in forestry, climate change, and water and air quality to assist CEEPC in working towards the goals identified in the Tree Canopy Management Strategy.

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

The board endorses the establishment of a Regional Tree Canopy Subcommittee of CEEPC for a two-year period ending in December 2020 (with the option to extend by the board), which would be charged with protecting, managing, and expanding urban forestry assets for health and quality of life; optimizing urban forest programs; developing a regional urban forest action plan and canopy goals; inspiring the community to take ownership of efforts to protect and expand urban forests; and integrating urban forestry with Region Forward and meeting Chesapeake Bay water quality goals.

AGENDA ITEM #10

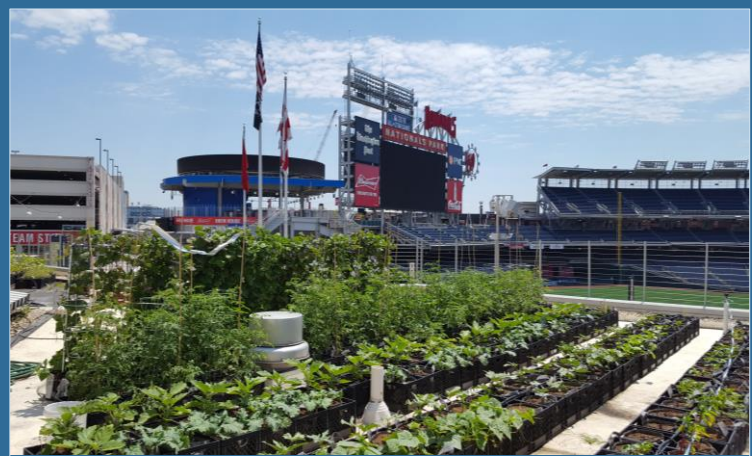
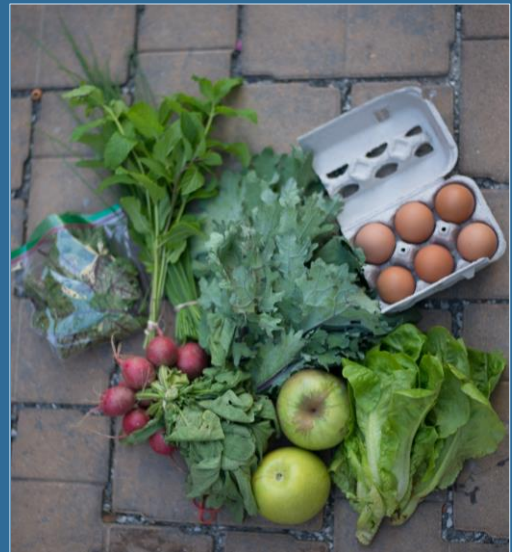
WHAT OUR REGION GROWS

WHAT OUR REGION GROWS

To Eat and Drink

Agriculture's Past, Present, and Future in and around the Metropolitan Washington Region

January 2019



EXECUTIVE SUMMARY

Metropolitan Washington is a diverse region of more than five million people and one of the nation's largest economies. More than a million new residents and jobs are forecast between now and 2045. New residents may be surprised to learn that the region also has a rich agricultural economy that provides products locally and beyond.

Agriculture employed 65,000 Marylanders and 334,000 Virginians and generated statewide economic impacts of \$15.8 and \$70 billion dollars in 2015.

Agriculture is a significant economic sector. In 2012, it generated about \$760 million in crop and livestock sales in the **Washington Agricultural Region**.¹ As an industry, in 2015 it employed 65,000 Marylanders and 334,000 Virginians and generated statewide economic impacts of \$15.8 and \$70 billion dollars respectively.^{2,3}

Preliminary data on the size of the District of Columbia's food economy put its value-added economic impact at \$5.5 billion, employing 82,000 workers (largely in restaurant and hospitality) and comprising 9.2% of the District's labor force.

Despite its contributions to jobs and economic growth, agriculture in this region faces challenges that discourage and threaten the future viability of certain sub-sectors, such as medium-scale fresh produce production and the dairy industry. This report provides a comprehensive look at agriculture in the region, and offers recommendations to preserve and strengthen it.

As part of its Region Forward Vision, the Metropolitan Washington Council of Governments (COG) set a goal to maintain 498,946 acres of land in farms. As of 2012, the region had 502,557 acres of land in farms—just 3,600 acres above the goal. The region's progress against this goal will be reassessed with information from the 2017 Census of Agriculture, which will be available later in 2019. If past trends continue, however, the region is likely to drop below the goal.

Land in farms has been declining steadily since World War II. COG's Region Forward goal is to maintain 498,946 acres of land in farms. As of 2012, the COG region was just 3,600 acres above this goal. Urgent, informed action is critical to ensure the region's agricultural future.

As the region plans for new growth, addressing the needs of agriculture is critical to sustaining viable farm businesses, creating opportunities for new farmers, and reaping the benefits that the sector provides like jobs, local food, environmental services, open space, recreational opportunities, and more.

The region's food system is local, regional, national and global. Agricultural production in the region does not fulfill food demand from the region's residents. The degree of the region's self-reliance on

¹ The approximately 8,600 square mile area in and around the District of Columbia, comprised of the following counties and jurisdictions – **Maryland:** Anne Arundel, Calvert, Carroll, Charles, Frederick, Howard, Montgomery, Prince George's, St. Mary's, and Washington; **Virginia:** Arlington, Clarke, Culpeper, Fairfax, Fauquier, King George, Loudoun, Prince William, Rappahannock, and Stafford; **West Virginia:** Jefferson; **District of Columbia.**

² Maryland economic impact figure includes crop production, animal production and processing, commercial hunting and trapping, and other industries that rely on this sector for supply-chain inputs. Equine is also included. Seafood and aquaculture are reported separately in terms of economic contribution and jobs (3,341). Provided by Memo Diriker, Sarah Guy, and Dustin Chambers, "The Impact of Resource Based Industries on the Maryland Economy"

³ Diriker, Guy, and Chambers, "The Impact of Resource Based Industries on the Maryland Economy"; Rephann, "The Economic Impact of Virginia's Agriculture and Forest Industries."

its own production to meet estimated consumption continues to decline due to increasing population and decreasing farm production. (Table 1)

Table 1. Food Production and Demand in Washington Ag Region (2012)

Food Product	Production (acres or animals)	Demand (acres or animals)	Percent Demand Fulfilled	Surplus/Deficit (acres or animals)
Apples	1,778	18,655	10%	-16,877
Blueberries	56	3,101	2%	-3,045
Strawberries	34	12,896	0%	-12,862
Beans	2,323	11,365	20%	-9,042
Potatoes	181	28,533	1%	-28,352
Pumpkins	588	3,167	19%	-2,579
Squash	91	3,404	3%	-3,313
Sweet Corn	1,346	24,106	6%	-22,760
Tomatoes	444	35,615	1%	-35,171
Wheat	63,079	238,021	27%	-174,942
Corn ⁴	169,121	36,564	463%	132,557
Beef	119,166	722,321	16%	-603,155
Chicken	65,357	74,169,582	0%	-74,104,225
Pork	36,966	1,905,264	2%	-1,868,298
Dairy	44,041	235,067	19%	-191,026

Sources: U.S. Census, USDA NASS Census of Agriculture, USDA ERS Food Availability data, and others. Complete methodology and data sources is found in Appendix A.

In 2012, COG's **Regional Agricultural Work Group** published its first *What Our Region Grows* report. The report used the most recent agricultural information available from the 2007 Census of Agriculture (Census of Ag).

⁴ The values for corn are based on the per capita consumption of corn for grain used for direct human consumption, not for animal feed. Products include corn flour, corn meal, hominy and grits, and corn starch.

The Regional Agricultural Work Group (Ag Work Group) understood that the region’s **foodshed**⁵ is larger than the COG membership region and provided data for the larger, Washington Agricultural Region (Washington Ag Region).

This update provides new measures and information on the Washington Ag Region’s farms, farmers, and agricultural production. It primarily uses 2012 Census of Ag data. In some cases, the data is also provided for the COG Region and the larger Mid-Atlantic.

Even though this information is dated, it is important to benchmark the changes that are taking place to provide an update on agriculture in the region.

COG members may want to reassess the geographic extent of the foodshed in the future, given growing efforts to develop regional supply chains which extend beyond the boundaries of the Washington Ag Region.

Table 2. Urban Agriculture in the COG Region (2018)

Indicator	Total
Farmers Markets	154
Community Gardens	178
School Gardens	238
Urban Farms	25
Community Supported Agriculture Farms (CSAs)	68

A new and expanded Local Experiences section in this report contains 2012 Census of Ag data on agricultural production in every COG jurisdiction, along with more current state and locally collected data on the economic impact of agriculture, preserved lands, the craft beverage industry, urban agriculture (i.e. farms, community and school gardens, farmers markets, etc.).

The equine, horticulture, and landscaping industries are also integral parts of the region’s agricultural economy. These industries use some of the same support services as farmers and ranchers growing and raising food for animals and people, such as large animal veterinarians and farm supply stores. The Local Experiences section also includes some information on these industries.

Agriculture is a dynamic industry. Today, some sectors are facing tremendous pressure regionally and nationally, not the least of which is the dairy industry. Simultaneously, new enterprises are opening their doors, like farm-based craft beverage businesses. Agritourism experiences and sales are on the rise. Urban farming is also growing, and there are new operations taking advantage of rooftops, buildings, and other nontraditional spaces for food production. A lot has changed since 2012 and the 2017 Census of Ag data will help quantify this further soon.

Major Themes and Trends

FARMING IS A CRITICAL AND DIFFICULT BUSINESS

Farming can seem like an ideal profession for some from the outside; however, farms are businesses that face some of the same challenges other businesses do. Every day, farmers must make complex short and long-term decisions and contend with swings in commodity prices, rapidly

⁵ A foodshed is the geography between where food is produced and is consumed. Conceptually, it is a relationship, similar to a watershed where instead of describing the flow of water, the flow of food origin to a particular population is described. The term is often used when describing the regional food production supporting a local or regional population.

changing market conditions, inappropriately scaled infrastructure, unpredictable weather, and more. These challenges make farming a low-margin and high-risk business.

THE FARM LANDSCAPE IS CHANGING RAPIDLY

The number of farms and farm acreage continues to decline in the Washington Ag Region. Farm size, pasture, and cropland coverage on farms are also changing. Today, there are more large farms and many more small farms than just two decades ago. This polarization has consequences for the region's ability to supply its own food. At the same time, according to local data, urban agriculture operations are growing. While this is important for many reasons, urban agriculture operations should not be expected to compensate for losses elsewhere in the region.

RISE IN AGRITOURISM AND CRAFT BEVERAGE

While food production in the region is declining, farmers and rural business owners are turning to other ways to keep land in agriculture. Craft beverage, including on-farm enterprises and a variety of forms of agritourism, have grown in the Washington Ag Region.

DECLINE IN FOOD PRODUCTION, REGIONAL SELF-RELIANCE, AND RESILIENCE

In the Washington Ag Region, food production is declining across major crops and livestock. For the basket of products that this report tracks, most have declined between 30 percent and 85 percent. These declining trends present two important and related issues for the region's communities. The first is to determine how to support the future success of agriculture and its diverse sectors. The second is how effectively work toward a more self-reliant and resilient food system. The findings and recommendations in this report suggest that supporting agriculture has economic, social, health, and food security benefits.

GROWING THE NEXT GENERATION OF FARMERS IS AN URGENT CHALLENGE

Will there be enough farmers in the next generation to keep land in agriculture and to produce food for the region? The farm population is aging, with the average age rising from 54.1 in 2002 to 59.2 years old in 2012.

Farm transition and farm viability issues are major concerns, and there remain significant barriers for entry into farming for new farmers, including for women and minority farmers who are underrepresented in the profession.

LOCAL INVESTMENT IN FOOD AND AGRICULTURAL ECONOMIC DEVELOPMENT

COG's Regional Agricultural Work Group has noted positive, modest public investment in agricultural economic development at the local level. Food policy councils are also increasing in the region, and several COG member jurisdictions have also hired farm-to-school coordinators to improve connections between farmers and schools and to support garden-based education. Several Ag Work Group members report that staffing for university extension seems to be rebounding to pre-recession levels, though not in every jurisdiction in the Washington Ag Region. Public investment in direct technical assistance is also critical, as farmers and ranchers are impacted by a host of evolving policy and regulatory issues (e.g. new food safety regulations) and changing growing conditions.

CAPITALIZING ON UNPRECEDENTED INTEREST IN LOCAL FOOD

Better information and regular regional collaboration around issues such as agricultural land use, land preservation, transportation, supply chain infrastructure, and market access are required to capitalize on the increasing interest in local food and to plan for a more resilient future. Stabilizing the agricultural land base is of utmost urgency if the region aspires to maintain agriculture in its economic future. Healthy soil is a critical investment for farmers. It is also increasingly being studied

as a potential carbon sink. The Sacramento Area Council of Governments' Rural-Urban Land Use Connections Program provides one example for how councils of government can leverage data to help members plan for vibrant, rural economies.

Recommendations

The report concludes with several key recommendations for preserving and strengthening agriculture in the region. These include:

Creating a Regional Committee on Food and Agriculture at COG. Currently, metropolitan Washington lacks an institutionalized, regional body to take coordinated action to strengthen the region's food and farm economy.

Co-Hosting Regional Forums on Farm Viability, Land Preservation, and Next Generation Farmers in the Washington Agricultural Region. These are among the most pressing issues facing the region's rapidly changing agricultural economy.

Commissioning and Implementing a Strategic Plan for Agriculture. A plan is needed to address persistent and new challenges within the sector, and to help position it to capitalize on new opportunities.

Funding Agricultural-Related Technical, Educational, and Marketing Services at the County-Level. For agriculture to continue to make a significant economic impact in the region, contribute to quality of life and a healthier environment, a range of support is required.

Making Continued improvements in State and Local Policies and Regulations to Support Diversification of Farm Activity. As agriculture and consumer preferences continue to evolve, state and local governments should work with farmers and communities to permit new types of entrepreneurship that can contribute to a healthy bottom line.

Incentivizing Local Food Aggregation, Processing, Distribution, and Purchasing. A range of steps will be needed to increase regional self-reliance and resilience, such as developing stronger markets for local and regional food and farm products.

To View Full Report, Please Visit COG Website:
**[https://www.mwcog.org/
documents/2019/01/18/what-our-region-
grows-farmers-market-farming-urban-
agriculture/](https://www.mwcog.org/documents/2019/01/18/what-our-region-grows-farmers-market-farming-urban-agriculture/)**

AGENDA ITEM #11

ADDRESSING THE REGION'S CAPACITY FOR ADDITIONAL HOUSING



MEMORANDUM

TO: COG Board of Directors
FROM: Paul DesJardin, COG Director of Community Planning and Services
SUBJECT: Housing the Region's Workforce: Jurisdictional Capacity Analysis
DATE: February 6, 2019

BACKGROUND

Since the September 2018 COG Board meeting, the COG Planning Directors and Housing Directors Committees have met monthly to discuss the opportunities and challenges to producing an additional 100,000 homes by 2045 to balance job and household growth.

At the January 2019 board meeting, staff presented a proposed work plan to determine how to meet the goal through careful analysis of three key questions:

- **Amount:** Does capacity exist under current comprehensive plans and zoning to accommodate housing production levels beyond what is shown in the current Cooperative Forecasts?
- **Accessibility:** Can these additional homes be located within Activity Centers and High-Capacity Transit Station areas?
- **Affordability:** What are the appropriate price points and typologies to meet the current and future workers' needs?

This memorandum summarizes the results of that initial assessment and details next steps in the process.

MEETING OUR HOUSING GOALS

The COG Board established the Cooperative Forecasting Program to develop a consistent set of local and regional growth projections based upon a common set of economic assumptions. The Cooperative Forecasts are the official growth projections of each participating jurisdiction and are the planning inputs for transportation and other regional capital improvement decisions. The forecasts are guided by an economic model that represents the maximum amount of employment, population, and household growth that the region is likely to experience given a range of national and regional economic and demographic assumptions. Those assumptions include the likely mix of future jobs by industry sector, and population and housing growth.

Local planning departments generally prepare their housing and household forecasts in short-term (5 to 10-year horizon) and longer-term (15 or more years) periods. Short-term household projections are based upon current permitting and development activity. COG staff summarized the recent trends in housing permitting during the September board meeting, during which the regional housing shortfall trend was noted.

Planning staffs develop longer-term forecasts (15 to 30 years) based upon local comprehensive plans and zoning, as well as assumptions regarding local land use policies, infrastructure investments, and demographic changes. Planners use these economic and policy assumptions to estimate the likely market and development responses for the timing and location of future residential growth.

During their meetings throughout 2018, the Planning Directors presented their current work program and planning priorities, particularly as they related to the challenges of balancing growth, housing location and affordability, and transportation investments. As shown in the excerpted slides below, nearly all jurisdictions are engaged in updates to their comprehensive and small-area plans or engaging in broad-based visioning efforts.

What Have We Learned

Multiple jurisdictions are currently working on their Comprehensive Plans



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A common goal within each initiative is focusing development in priority places such as Activity Centers to accommodate growth and capitalize on new and existing transit investments such as the Silver Line, the Purple Line, Richmond Highway, and many planned BRT routes. The Round 9.1 Cooperative Forecasts indicate that the 2.1 million households in the COG region today are expected to grow to nearly 2.8 million by 2045. More significantly, the forecasts confirm the success of these many local planning initiatives with more than 64 percent of new housing now anticipated to be located within Activity Centers compared to the adopted target of 50 percent called for in Region Forward.

What Have We Learned

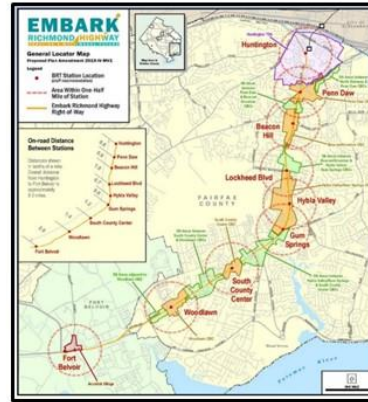
The region is planning for Redevelopment



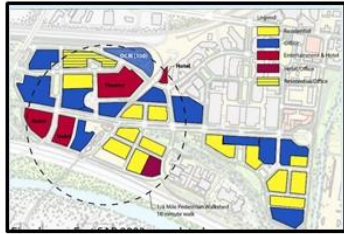
Buzzard Point



White Flint



Richmond Highway



Eisenhower East

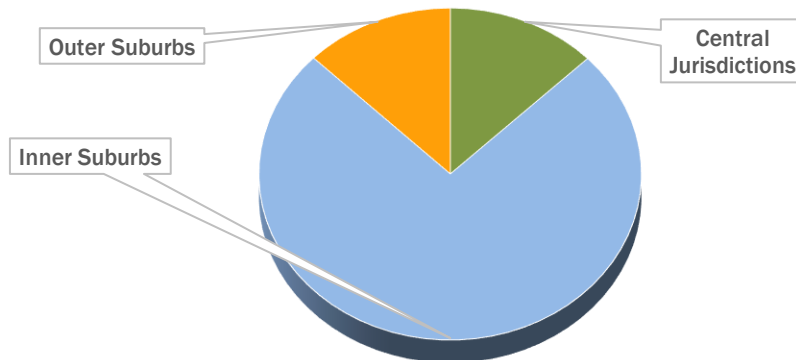


Historic Downtown Manassas

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Building on these briefings, at their December and January meetings, the Planning Directors Committee reported on their initial assessments of their jurisdictions' ability to accommodate additional housing beyond what is assumed in their current Cooperative Forecasts. The results of this initial assessment confirm that the region can accommodate – within existing comprehensive plans and zoning – the additional 100,000 units called for in the board directive. The chart below shows the relative distribution of the Planning Directors' initial assessment.

Initial Assessment:
Subregional Shares of +100,000 Additional Housing Units Beyond Current Forecasts



NEXT STEPS

The next phase of the housing analysis will include the task of estimating the amount (or share) of the additional housing growth which could be accommodated within Activity Centers and High-Capacity Transit Station Areas as well as the specific challenges (public and private) to developing more housing in those priority places.

Review of those impediments will guide consideration of solutions to these challenges and strategies to alter the region's current trajectory to improve, not exacerbate, housing affordability, transportation system performance, and ensure thriving, inclusive communities for all of the region's residents.

AGENDA ITEM #12

OTHER BUSINESS

AGENDA ITEM #13

ADJOURN