



BOARD OF DIRECTORS

Wednesday, June 14, 2017
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**
Kenyan McDuffie, COG Board Chairman
 - 2. CHAIRMAN'S REPORT**
Kenyan McDuffie, COG Board Chairman
 - A. Climate and Energy Leadership Awards Application – June 23
 - B. Annual Leadership Retreat – July 14-15
 - C. No regular COG Board meetings in July or August
- 12:05 P.M.**
- 3. EXECUTIVE DIRECTOR'S REPORT**
Chuck Bean, COG Executive Director
 - A. 2016 How Safe Are Our Roads? Report
Kurt Erickson, Washington Regional Alcohol Program President
 - 4. AMENDMENTS TO THE AGENDA**
Kenyan McDuffie, COG Board Chairman
 - 5. APPROVAL OF THE MINUTES FROM MAY 10, 2017**
Kenyan McDuffie, COG Board Chairman
Recommended Action: Approve minutes.
- 12:15 P.M.**
- 6. ADOPTION OF CONSENT AGENDA ITEMS**
Kenyan McDuffie, COG Board Chairman
 - A. Resolution R24-2017 – Resolution authorizing COG to file a planning grant application and enter into a contract with the Federal Aviation Administration to conduct phase 32 of the Continuous Airport System Planning Program
 - B. Resolution R25-2017 – Resolution authorizing COG to receive grants, and procure and enter into contracts to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey
 - C. Resolution R26-2017 – Resolution authorizing COG to adopt a policy on conflict of interest for federal awards
 - D. Resolution R27-2017 – Resolution authorizing COG on behalf of the Metro Safety Commission (MSC) to procure and enter into a contract for administrative management services for the MSC

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

- E. Resolution R28-2017 – Resolution authorizing COG on behalf of the Metro Safety Commission (MSC) to procure and enter into a contract for executive search services to hire a MSC Executive Director
- F. Resolution R29-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #1)
- G. Resolution R30-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #2)
- H. Resolution R31-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #3)
- I. Resolution R32-2017 – Resolution authorizing COG to accept project funds for NCR Homeland Security and Public Safety Program staff support (continuation)

Recommended Action: Adopt Resolution R24-2017 – R32-2017.

12:20 P.M. 7. APPROVAL OF THE FY2018 WORK PROGRAM AND BUDGET

Chuck Bean, COG Executive Director
Leta Simons, COG Chief Financial Officer

The board will be briefed on the proposed FY2018 (July 1, 2017 to June 30, 2018) Work Program and Budget. The COG Budget and Finance Committee reviewed the FY2018 Workplan and Budget and recommends board approval.

Recommended Action: Receive briefing and adopt Resolution R33-2017.

12:30 P.M. 8. APPROVAL OF PROPOSED COG MEMBERSHIP BY-LAW AMENDMENT

Chuck Bean, COG Executive Director
Sharon Pandak, COG General Counsel

The board will be briefed on the proposed amendments to update the By-Laws with respect to the process for prospective members to join the Council of Governments. The board received notice of the proposed change during its May meeting.

Recommended Action: Receive briefing and adopt Resolution R34-2017.

12:40 P.M. 9. CHESAPEAKE BAY AND WATER RESOURCES POLICY COMMITTEE PRIORITIES

Dan Sze, CBPC Chairman

The board will be briefed on the committee’s activities and priorities for 2017, including a discussion of the health of the Chesapeake Bay and program funding.

Recommended Action: Receive briefing, provide feedback to Chairman, and adopt Resolution R35-2017.

12:55 P.M. 10. UPDATE FROM WMATA GENERAL MANAGER ON THE METRORAIL SYSTEM

Paul Wiedefeld, WMATA General Manager

The board will be briefed on WMATA General Manager Paul Wiedefeld's plan to keep Metro safe, reliable, and affordable.

Recommended Action: Receive briefing and adopt Resolution R36-2017.

1:25 P.M. 11. METRO STRATEGY GROUP UPDATE

Sharon Bulova, Metro Strategy Group Chair

The board will be briefed on the progress of the Metro Strategy Group and review proposed priorities for moving forward.

Recommended Action: Receive briefing and adopt Resolution R37-2017.

1:40 P.M. 12. UPDATE ON IDENTIFYING CENTRAL BUSINESS AREAS THROUGHOUT THE REGION

Jim Snyder, COG Planning Directors Committee Chairman

Tony Costa, General Services Administration Acting Deputy Administrator

Chris Wisner, General Services Administration Assistant Commissioner for Office of Leasing

The board will be briefed on regional efforts through the COG Planning Directors Committee and the U.S. General Services Administration to identify central business areas – priority places throughout metropolitan Washington for locating federal facilities – including next steps in the process.

Recommended Action: Receive briefing and adopt Resolution R38-2017.

1:55 P.M. 13. OTHER BUSINESS

2:00 P.M. 14. ADJOURN

The next meeting is scheduled for Wednesday, September 13, 2017.

AGENDA ITEM #2

CHAIRMAN'S REPORT

CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN THE NATIONAL CAPITAL REGION.



METROPOLITAN WASHINGTON

Council of Governments



ACCEPTING APPLICATIONS FROM APRIL 22 - JUNE 23, 2017

PURPOSE

The Metropolitan Washington Council of Governments (COG) created the Climate and Energy Leadership Awards to recognize organizations in the region for their pursuit of environmental opportunities and stewardship in line with regional greenhouse gas reduction goals. This program highlights and encourages leading practices for a broad range of climate solutions in metropolitan Washington. Join the friendly competition!

RECOGNITION

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

ELIGIBILITY

Three applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, sustainability or resilience programs. Entrepreneurs of resource conservation, cutting edge technology, and environmental justice initiatives are encouraged to apply. The award categories include:

- **Government Agency** (municipalities, counties, regional or state agencies, quasi-governmental authorities or utilities)
- **Non-Governmental Organization** (not for profit, citizen or community-based groups)
- **Educational Institution** (K-12, public, private or higher education)

HOW TO APPLY

Applications can be submitted [online](#) or emailed to [Maia Davis](#) no later than June 23, 2017. Applications must include a project summary file that is a maximum of three pages long and give clear description on how it meets the four judging criteria:

- **Results** (results, achievements, cost-effectiveness and measured outcomes)
- **Creativity** (innovative, resourceful and/or unique aspects)
- **Model** (replicability to other communities/organizations)
- **Engagement** (effectively addressing, engaging and impacting population)

Please read the Awards Program's [Procedures and Guidelines](#) for full details on judging criteria, judging process and application requirements. June 2017 COG Board Packet 5

RECOGNIZE

Environmental Achievement

ENCOURAGE

Advancement of Regional Goals

FOSTER

Healthy Competition

LEARN

From Each Other

SAVE THE DATE

2017 COG Annual Leadership Retreat

COG Board Members – You are invited to the 2017 COG Annual Leadership Retreat, to be held on July 14-15 at the Hyatt Regency Chesapeake Bay.

Please RSVP by contacting Pat Warren at 202-962-3214 or pwarren@mwcog.org.



Metropolitan Washington
Council of Governments

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT



EXECUTIVE DIRECTOR'S REPORT

June 2017

COMMITTEE WORK FEATURE OUTREACH CALENDAR MEDIA

Policy Boards & Committees

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)

At its May meeting, the TPB approved eight local projects to receive technical assistance under the Transportation/Land-Use Connections (TLC) program. The board also advanced Maryland's I-270 Innovative Congestion Management project toward inclusion in the region's Constrained Long-Range Transportation Plan (CLRP) and heard from a COG technical panel about funding needs for Metro.

METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE (MWAQC)

The committee continued its review of local actions that can be taken to reduce emissions, particularly recent workshops to advance the use of clean propane or biodiesel powered school buses, as well as an analysis on how market forces affect the sale of lower polluting materials.

CHESAPEAKE BAY POLICY AND WATER RESOURCES POLICY COMMITTEE (CBPC)

The committee met at the Montgomery County Department of Environmental Protection's headquarters in Rockville, MD where county staff provided CBPC members with a tour of various stormwater projects for the Breewood Tributary in the Anacostia Watershed. At its meeting, the committee recommended that COG take action to support continued federal funding for the Chesapeake Bay Program.

CLIMATE, ENERGY, AND ENVIRONMENT POLICY COMMITTEE (CEEPC)

CEEPC heard from a panel on resilience planning initiatives in the region, including the Rockefeller's 100 Resilient Cities project in the District, Maryland Climate Change Commission's Adaptation and Response Working Group, and Northern Virginia Regional Commission's Climate Resilience Roadmap.

NATIONAL CAPITAL REGION EMERGENCY PREPAREDNESS COUNCIL (EPC)

EPC members discussed how the council and its partners can work together to be more prepared for a cybersecurity event, including through community messaging and partnering with information officers across all disciplines.



Event Highlight: **OPIOID SUMMIT**

At the COG-organized event on May 9, Governors Terry McAuliffe and Larry Hogan and Mayor Muriel Bowser joined about 500 policymakers and public health and safety leaders from across the District, Maryland, and Virginia and pledged to work more closely together to respond to the growing epidemic.

[VIEW HIGHLIGHTS & RESOURCES](#)

ECONOMIC RESILIENCE

COG Executive Director Chuck Bean spoke at the American Planning Association’s National Planning Conference in New York about recent COG initiatives to diversify and strengthen the region’s economy.

CAO RETREAT

The region’s city and county managers and members of their staff gathered for the COG Chief Administrative Officers Committee retreat in National Harbor where they discussed the forthcoming federal budget and its potential effect on local governments.

TRANSPORTATION FOR SENIORS AND PEOPLE WITH DISABILITIES

COG hosted a forum for former and current grantees who received awards through the Federal Transit Administration’s Job Access Reverse Commute, New Freedom, and Enhanced Mobility of Seniors and Individuals with Disabilities programs. Grantees shared about their efforts to provide better options for seniors and people with disabilities. TPB receives the funds and COG administers the grants.

AFFORDABLE HOUSING

COG hosted the Housing Leaders Group of Greater Washington’s first *Collective Impact Convening*, a series of cross-sector dialogues among public and private leaders and stakeholders to build solutions for achieving housing affordability in the region.

WORKFORCE DEVELOPMENT

COG staff met with the Greater Washington Partnership and the Baltimore Metropolitan Council (BMC) to identify how to collaborate on workforce development. Staff also met with six different area organizations active in workforce development to discuss future partnerships.

CORRECTIONS CEREMONY

COG sponsored the 26th Annual Wreath Laying Ceremony in honor of fallen corrections officers. Prince George’s County Council Chair Derrick L. Davis provided remarks on behalf of COG.

CLEAN AIR PARTNERS

Clean Air Partners celebrated 20 years of dedication to improving the greater Baltimore-Washington region’s air quality at its Annual Awards Celebration. The group, which is co-sponsored by COG and BMC, recognized its Best In Air award winners—industry leaders who have helped decrease air pollution.

LOCAL FOOD

COG hosted *Regional Planning for Local Food Economies*, a meeting to discuss ways to better connect consumers with local food. Attendees learned about best practices from the Sacramento Area Council of Governments in strategic planning for agriculture.



Event Highlight:
BIKE TO WORK DAY

Bike to Work Day 2017 broke records with 18,700+ registered participants. COG’s Commuter Connections program and the Washington Area Bicyclist Association co-sponsor the event, which is one of the largest of its kind in the nation. (Commuter Connections staff and Chuck Bean pictured at the NoMa pit stop.)

[VIEW PHOTOS, TWEETS FROM BIKE TO WORK DAY](#)

CONTROL SYSTEMS CYBERSECURITY WORKSHOP - Jun 13

HUMAN SERVICES AND PUBLIC SAFETY POLICY COMMITTEE - Jun 16

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD - Jun 21

[MORE COG MEETINGS & EVENTS](#)

OPIOID SUMMIT

The summit was attended and covered by 18 news outlets, including *The Washington Post*, *The Washington Times*, *The Baltimore Sun*, *Capital Gazette*, *Governing*, WTOP, WMAL, WAMU, WBAL, NBC4, FOX5, ABC7, PGCTV, and DC Cable. [MORE FROM NBC4.](#)

REPORT ON HOMELESSNESS

COG's report on homelessness was covered by *The Washington Post*, *The Washington Times*, WAMU, WTOP, WMAL, DCist, Montgomery Community Media, and PGCTV. [MORE FROM WAMU.](#)

BIKE TO WORK DAY

Bike to Work Day received extensive coverage in local and community media, such as interviews featuring Commuter Connections Director Nick Ramfos on WTOP. [MORE FROM WTOP.](#)

COMMERCIAL CONSTRUCTION REPORT

COG's report on commercial construction was covered by WMAL and Construction Dive. [MORE FROM CONSTRUCTION DIVE.](#)

TRANSPORTATION/LAND USE CONNECTIONS PROGRAM

The TPB's approval of \$370,000 in funding for eight projects that will support walking, biking, and transit in local communities was covered by WTOP. [MORE FROM WTOP.](#)



**Media Highlight:
FOSTER PARENTS OF THE YEAR**

COG honored the 2017 Foster Parents of the Year before the May COG Board meeting. The Frederick County award winners were three families (pictured), who cared for a group of five siblings and kept them connected with each other.

[MORE FROM THE FREDERICK NEWS-POST](#)



How Safe Are Our Roads?



2016 Checkpoint Strikeforce campaign poster celebrating real area cab drivers as being “Beautiful” designated sober drivers.

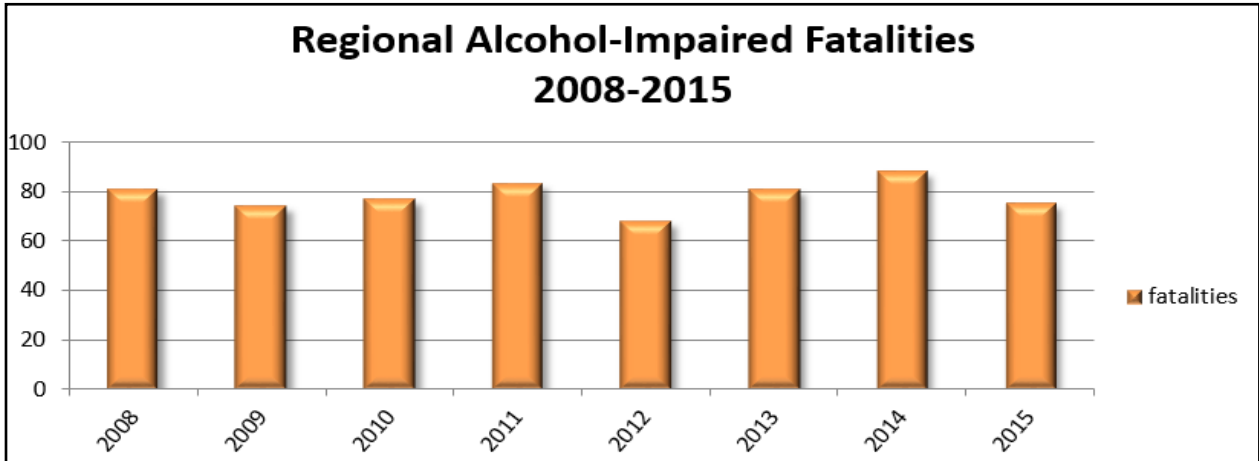
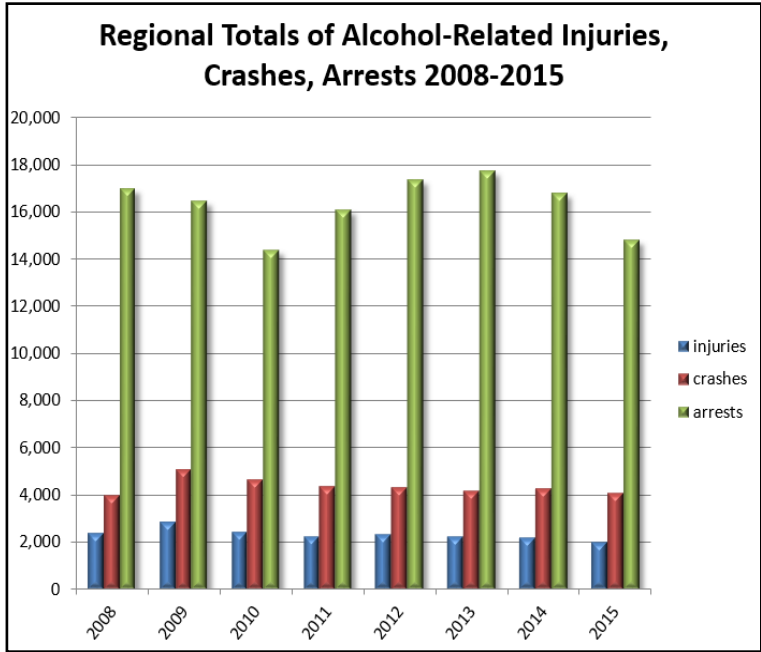
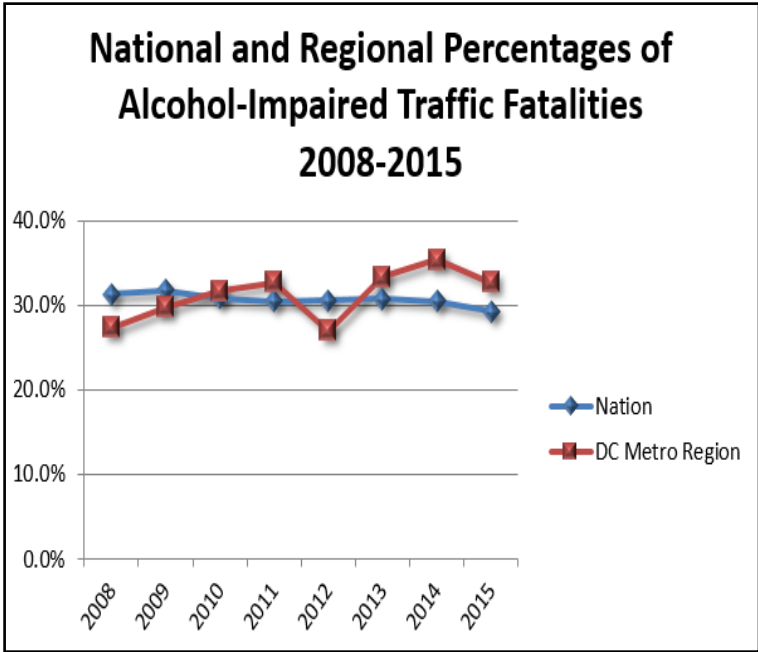
Annual Data Report on the Impact of Drunk Driving on Road Safety in the Washington D.C. Metropolitan Region January 2017



Metropolitan Washington
Council of Governments

2016 How Safe Are Our Roads?

A Look at Regional and National Figures



The Metropolitan Washington Region has experienced a decrease in alcohol and/or drug-related traffic arrests and a decrease in alcohol and/or drug-related fatalities, crashes, injuries, and arrests.

Regional alcohol and/or drug-impaired traffic fatalities have decreased to 32.75% of total crash fatalities in the region in 2015, compared with 35.4% due to alcohol and/or drug impairment in 2014. Nationally, alcohol-impaired fatality rates stand at 29%.

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.

2016 How Safe Are Our Roads?

How Safe Are Our Roads? 2016 Overview

Findings in the 2016 report include:

FATALITIES: Local alcohol and/or drug-impaired traffic fatalities **decreased** by 14.7% between 2014 and 2015 (from 88 to 75 such fatalities).*

CRASHES: Area traffic crashes attributed to alcohol and/or drugs **decreased** by 3.84% between 2014 and 2015 (from 4,217 to 4,055 such crashes).

INJURIES: Regional alcohol and/or drug-related traffic injuries **decreased** by 8.9% between 2014 and 2015 (from 2,157 to 1,963 such injuries).

ARRESTS: Local arrests for either driving under the influence (DUI) or driving while impaired (DWI) **decreased** by 7.8% between 2014 and 2015 (from 16,054 to 14,801 such arrests).

Of the Washington Metropolitan area's 229 total traffic fatalities for 2015, **75 or 32.75%** of these roadway deaths were due to drivers who were alcohol and/or drug-impaired (BAC = .08+).*

National statistics (National Highway Traffic Safety Administration, NHTSA) show that 29% of total U.S. vehicular fatalities in 2015 were reported as alcohol impaired (BAC = .08+).

* U.S. National Park Service data is included in these numbers.

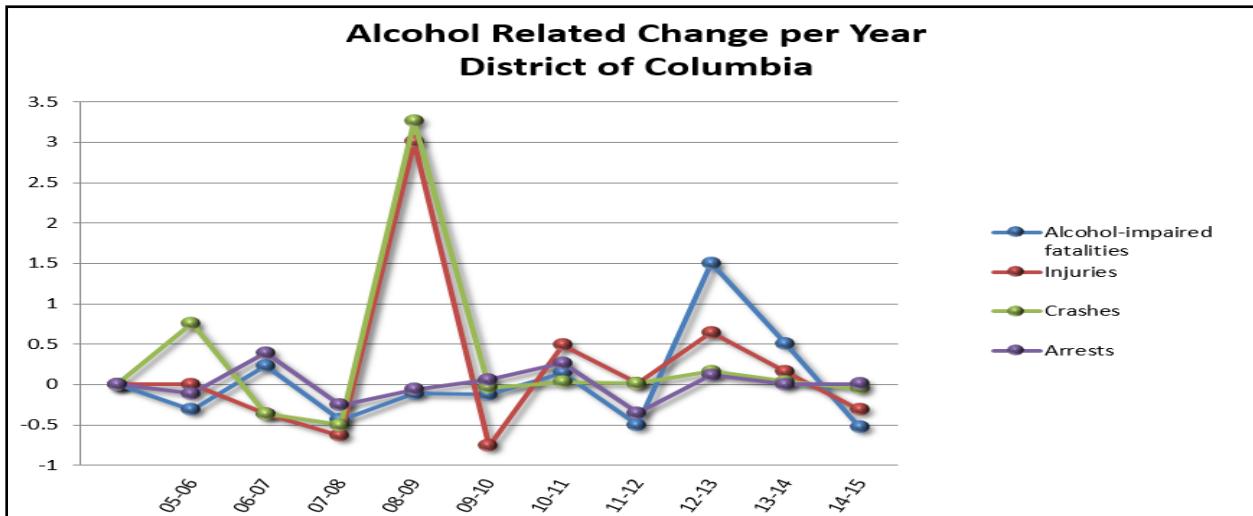
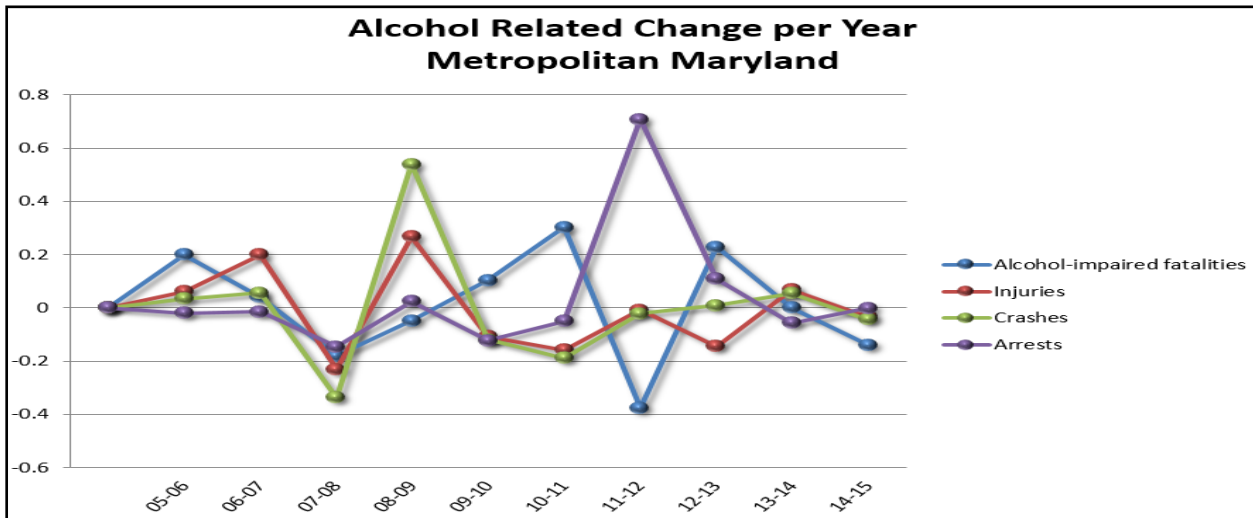
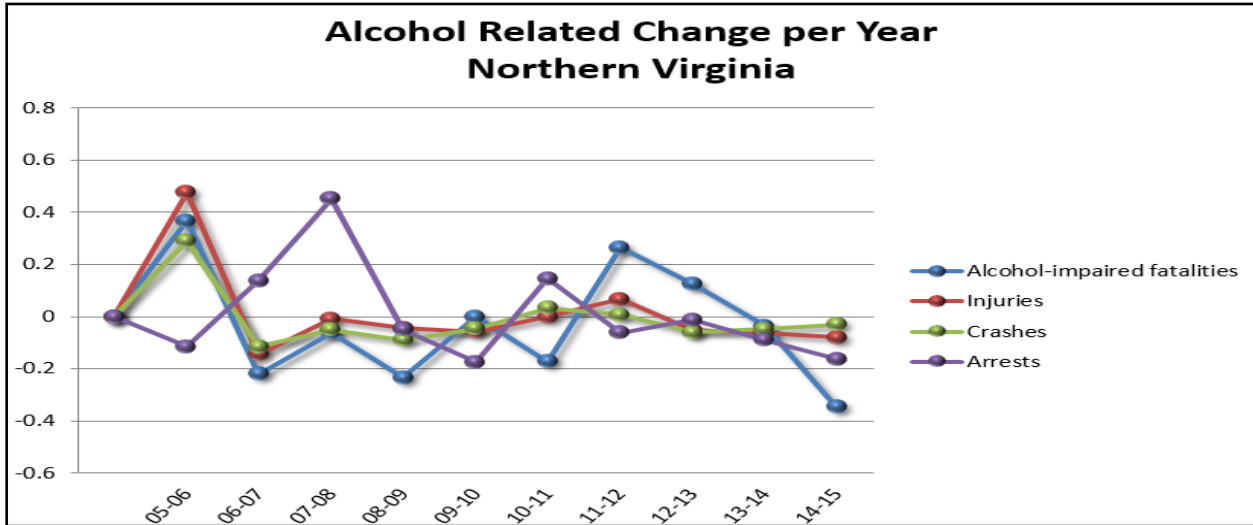
Background

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.

Parts of this report do not include NPS. 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.

2016 How Safe Are Our Roads?

Sub-Regional Trends



* Data provided by Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Total Traffic Fatalities

Total Traffic Fatalities 2008-2015									
Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	34	29	24	27	15	29	26	26	0.00%
MARYLAND									
Montgomery County	51	39	47	40	37	41	40	47	17.50%
Prince George's County	130	98	92	105	83	87	98	95	-3.06%
MD Regional Total	181	137	139	145	120	128	138	142	2.90%
VIRGINIA									
Arlington County	8	6	6	6	4	6	5	5	0.00%
Fairfax County	29	37	35	45	46	40	32	30	-6.25%
Loudoun County	11	13	12	11	17	13	12	11	-8.33%
Prince William County	25	16	23	15	19	19	23	11	-52.17%
City of Alexandria	4	1	2	3	4	3	0	4	400.00%
City of Fairfax	0	2	0	1	5	2	0	0	0.00%
City of Falls Church	0	1	2	0	0	0	1	0	-100.00%
City of Manassas	0	3	0	0	1	0	0	0	0.00%
City of Manassas Park	0	0	0	1	0	0	0	0	0.00%
Northern Virginia Total	77	79	80	82	96	83	73	61	-16.44%
DC Metro Regional Total	292	245	243	254	231	240	237	229	-3.38%
National	37,423	33,883	32,885	32,367	33,782	32,719	32,675	35,092	7.40%

* Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Alcohol-Impaired Traffic Fatalities

Alcohol-Impaired Traffic Fatalities by Jurisdiction with BAC=.08+ 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	9	11	7	8	4	10	15	7	-53.33%
MARYLAND									
Montgomery County	13	11	13	20	10	12	11	10	-9.09%
Prince George's County	28	28	30	36	25	31	32	27	-15.63%
MD Regional Total	41	39	43	56	35	43	43	37	-13.95%
VIRGINIA									
Arlington County	5	1	1	0	1	1	2	2	0.00%
Fairfax County	12	11	8	9	8	18	12	9	-25.00%
Loudoun County	5	4	3	4	5	4	6	2	-66.67%
Prince William County	7	5	11	3	10	4	5	2	-60.00%
City of Alexandria	1	1	0	1	2	0	0	2	200.00%
City of Fairfax	0	0	0	1	1	0	0	0	0.00%
City of Falls Church	0	0	0	0	0	0	1	0	-100.00%
City of Manassas	0	1	0	0	0	0	0	0	0.00%
City of Manassas Park	0	0	0	1	0	0	0	0	0.00%
Northern Virginia Total	30	23	23	19	27	27	26	17	-34.62%
DC Metro Region Total	80	73	73	83	66	80	84	61	-27.38%
National Parks in Region	1	1	4	0	3	1	4	14	250.00%
Regional Total Adjusted	81	74	77	83	69	81	88	75	-14.77%
National	11,711	10,759	10,136	9,878	10,336	10,076	9,967	10,265	2.99%

* Data provided by MPD, VA DMV, MD NSC, NPS

2016 How Safe Are Our Roads?

Total Traffic Injuries

Total Traffic Injuries by Jurisdiction 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	4,578	4,676	4,473	5,812	6,515	6,929	7,474	7,986	6.85%
MARYLAND									
Montgomery County	6,624	6,758	6,510	6,095	6,051	5,417	6,196	6,365	2.73%
Prince George's County	7,099	6,786	6,084	6,422	6,411	6,532	6,549	6,746	3.01%
MD Regional Total	13,723	13,544	12,594	12,517	12,462	11,949	12,745	13,111	2.87%
VIRGINIA									
Arlington County	1,288	1,227	1,007	1,005	1,252	1,090	1,094	978	-10.60%
Fairfax County	7,964	7,590	7,600	7,767	8,185	7,608	7,649	7,677	0.37%
Loudoun County	1,717	1,681	1,764	1,869	1,837	1,917	2,123	2,143	0.94%
Prince William County	2,717	2,614	2,741	2,826	2,763	3,030	2,915	2,747	-5.76%
City of Alexandria	1,492	816	614	601	609	681	757	731	-3.43%
City of Fairfax	201	169	178	205	243	227	440	338	-23.18%
City of Falls Church	141	264	193	183	232	132	241	160	-33.61%
City of Manassas	270	327	328	447	612	560	646	626	-3.10%
City of Manassas Park	20	17	26	24	24	41	29	48	65.52%
Northern Virginia Total	15,810	14,705	14,451	14,927	15,757	15,286	15,894	15,448	-2.81%
DC Metro Region Total	34,111	32,925	31,518	33,256	34,734	34,164	36,113	36,545	1.20%
National Parks in Region	669	731	826	555	541	570	N/A	603	N/A

* Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Alcohol-Related Traffic Injuries

Alcohol-related Traffic Injuries by Jurisdiction with BAC=.01+ 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	96	385	92	137	139	228	263	180	-31.56%
MARYLAND									
Montgomery County	405	497	488	379	393	316	343	366	6.71%
Prince George's County	572	741	617	551	530	474	501	451	-9.98%
MD Regional Total	977	1,238	1,105	930	923	790	844	817	-3.20%
VIRGINIA									
Arlington County	146	94	78	71	117	117	78	84	7.69%
Fairfax County	573	561	610	573	594	524	476	442	-7.14%
Loudoun County	140	142	140	149	133	115	150	128	-14.67%
Prince William County	263	260	203	216	203	223	204	182	-10.78%
City of Alexandria	89	65	48	50	66	71	60	52	-13.33%
City of Fairfax	8	13	6	15	14	17	26	25	-3.85%
City of Falls Church	2	11	3	6	16	6	4	10	150.00%
City of Manassas	15	35	25	29	43	49	47	41	-12.77%
City of Manassas Park	1	1	1	3	0	1	5	2	-60.00%
Northern Virginia Total	1,237	1,182	1,114	1,112	1,186	1,123	1,050	966	-8.00%
DC Metro Region Total	2,310	2,805	2,311	2,179	2,248	2,141	2,157	1,963	-8.99%
National Parks in Region	42	38	62	41	51	51	N/A	N/A	N/A

* Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Total Traffic Crashes

Total Traffic Crashes By Jurisdiction 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	16,147	16,841	16,739	18,002	18,276	19,482	21,752	24,193	11.22%
MARYLAND									
Montgomery County	11,925	12,311	11,536	11,093	10,562	10,825	12,279	13,006	5.92%
Prince George's County	14,289	13,777	13,013	12,818	12,049	12,580	13,355	14,758	10.51%
MD Regional Total	26,214	26,088	24,549	23,911	22,611	23,405	25,634	27,764	8.31%
VIRGINIA									
Arlington County	2,596	2,205	2,192	2,494	2,469	2,463	2,469	2,483	0.57%
Fairfax County	16,318	14,233	13,726	14,580	14,500	13,675	13,680	14,024	2.51%
Loudoun County	3,828	3,501	3,798	4,066	4,164	4,186	4,281	4,824	12.68%
Prince William County	5,520	5,148	4,984	5,221	5,265	5,671	5,856	5,660	-3.35%
City of Alexandria	1,868	1,395	1,594	1,631	1,711	1,695	1,777	1,912	7.60%
City of Fairfax	616	678	655	650	648	615	700	561	-19.86%
City of Falls Church	177	249	190	180	154	83	165	169	2.42%
City of Manassas	622	547	590	594	610	567	568	595	4.75%
City of Manassas Park	65	42	40	73	63	66	71	81	14.08%
Northern Virginia Total	31,610	27,998	27,769	29,489	29,584	29,021	29,567	30,309	2.51%
DC Metro Region Total	57,824	54,086	52,318	53,400	70,471	71,908	76,953	82,266	6.90%
National Parks in Region	2,568	2,874	2,762	2,811	2,644	1,281	4,164	4,621	10.98%
Regional Total Adjusted	60,392	56,960	55,080	56,211	73,115	73,189	81,117	86,887	7.11%

2016 How Safe Are Our Roads?

Alcohol-Related Traffic Crashes

Alcohol-Related Traffic Crashes By Jurisdiction with a BAC=.01+ 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	132	562	542	558	564	657	682	647	-5.13%
MARYLAND									
Montgomery County	690	1,055	891	749	737	690	807	815	0.99%
Prince George's County	905	1,398	1,271	1,006	980	1,041	1,017	933	-8.26%
MD Regional Total	1,595	2,453	2,162	1,755	1,717	1,731	1,824	1,748	-4.17%
VIRGINIA									
Arlington County	248	200	213	218	242	232	235	218	-7.23%
Fairfax County	1,029	951	919	903	910	829	740	708	-4.32%
Loudoun County	248	211	210	230	239	213	236	222	-5.93%
Prince William County	410	379	319	344	337	337	319	332	4.08%
City of Alexandria	104	99	102	110	97	111	99	99	0.00%
City of Fairfax	26	36	32	38	27	26	35	29	-17.14%
City of Falls Church	7	11	6	10	12	4	9	8	-11.11%
City of Manassas	47	43	32	36	34	44	35	40	14.29%
City of Manassas Park	6	2	8	12	16	3	3	4	33.33%
Northern Virginia Total	2,125	1,932	1,841	1,901	1,914	1,799	1,711	1,660	-2.98%
DC Metro Region Total	3,852	4,947	4,545	4,214	4,195	4,095	4,217	4,055	-3.84%
National Parks in Region	94	88	92	101	94	51	N/A	N/A	N/A

* Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Alcohol-Related Traffic Arrests

Total Alcohol Related Traffic Arrests by Jurisdiction 2008-2015

Year	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change 2014-2015
DISTRICT OF COLUMBIA									
Washington	1,655	1,555	1,648	2,081	1,340	1,498	1,501	1,508	0.47%
MARYLAND									
Montgomery County	2,689	2,903	2,647	2,247	3,892	3,983	3,723	3,973	6.72%
Prince George's County	1,832	1,725	1,416	1,609	2,688	3,314	3,153	2,894	-8.21%
MD Regional Total	4,521	4,628	4,063	3,856	6,580	7,297	6,876	6,867	-0.13%
VIRGINIA									
Arlington County	833	693	609	789	963	850	874	742	-15.10%
Fairfax County	4,362	4,057	3,407	3,887	3,343	3,628	3,116	2,387	-23.40%
Loudoun County	1,175	1,133	939	847	845	828	733	667	-9.00%
Prince William County	2,811	2,699	2,394	2,856	2,745	2,493	2,372	1,941	-18.17%
City of Alexandria	559	501	348	412	360	378	372	349	-6.18%
City of Fairfax	182	175	187	202	175	155	107	78	-27.10%
City of Falls Church	66	90	72	121	113	110	103	78	-24.27%
City of Manassas	110	171	N/A	N/A	N/A	N/A	N/A	138	N/A
City of Manassas Park	60	124	N/A	N/A	N/A	N/A	N/A	46	N/A
Northern Virginia Total	10,158	9,643	7,956	9,114	8,544	8,442	7,677	6,426	-16.30%
DC Metro Region Total	16,334	15,826	13,667	15,051	16,464	17,237	16,054	14,801	-7.80%
National Parks in Region	614	593	689	1,027	877	487	740	N/A	N/A
Regional Total Adjusted	16,948	16,419	14,356	16,078	17,341	17,724	16,794	N/A	N/A

* Data provided by MPD, VA DMV, MD NSC

2016 How Safe Are Our Roads?

Youth Data

Alcohol-Related Crashes, Injuries, and Arrests for Persons Under 21 Years of Age By Region, 2015

	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	1	1	100.00%	4,445	43	0.97%	882	15	1.70%	N/A	N/A	N/A
Maryland												
Montgomery County	10	2	20.00%	2,751	33	1.20%	996	46	4.62%	5,517	124	2.25%
Prince George's County	11	2	18.18%	3,363	38	1.13%	1,122	59	5.26%	7,231	75	1.04%
MD Regional Total	21	4	19.05%	6,114	71	1.16%	2,118	105	4.96%	12,748	199	1.56%
Virginia												
Arlington County	0	0	0.00%	230	16	6.96%	71	0	0.00%	1,910	0	0.00%
Fairfax County	3	0	0.00%	2,621	98	3.74%	1,029	61	5.93%	12,294	164	1.33%
Loudoun County	2	0	0.00%	1,033	39	3.78%	382	18	4.71%	3,844	46	1.20%
Prince William County	1	0	0.00%	1,316	50	3.80%	461	19	4.12%	8,174	122	1.49%
City of Alexandria	0	0	0.00%	206	7	3.40%	70	4	5.71%	14	2	14.29%
City of Fairfax	0	0	0.00%	132	3	2.27%	50	1	2.00%	666	1	0.15%
City of Falls Church	0	0	0.00%	28	0	0.00%	14	0	0.00%	171	4	2.34%
City of Manassas	0	0	0.00%	138	7	5.07%	120	8	6.67%	666	12	1.80%
City of Manassas Park	0	0	0.00%	22	0	5.07%	4	0	0.00%	279	2	0.72%
Northern Virginia Total	6	0	0.00%	5,726	220	3.84%	2,201	111	5.04%	28,018	353	1.26%
DC Metro Regional Total	28	5	17.86%	16,285	334	2.05%	5,201	231	4.44%	40,766	552	1.35%

* Data provided by MPD, VA DMV, MD NSC

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.

Many charts display 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.

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
May 10, 2017

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

STAFF:

Chuck Bean, Executive Director
Leta Simons, Chief Financial Officer

GUESTS:

Kate Stewart, COG Secretary-Treasurer
Michael Ferrell, COG Homeless Services Committee Chairman
Ray LaHood, Former U.S. Department of Transportation Secretary
Jim Corcoran, Northern Virginia Chamber of Commerce President and CEO
Jim Dinegar, Greater Washington Board of Trade President and CEO
David Harrington, Prince George's Chamber of Commerce President and CEO

Before the start of the board meeting at 11:45 A.M., a video recognizing the outstanding service of the 2017 Foster Parents of the Year premiered, followed by announcements of the Foster Parents of the Year from ten jurisdictions across the region.

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chairman Kenyan McDuffie called the meeting to order at 12:10 P.M. and led the Pledge of Allegiance.

2. CHAIRMAN'S REPORT

- A. Bike to Work Day – Register at www.biketoworkmetrodc.org to ride your bike to work on May 19
- B. Climate and Energy Leadership Awards – Organizations and entrepreneurs with greenhouse gas reduction strategies are encouraged to apply by June 23
- C. Annual COG Leadership Retreat – Board members are invited to the retreat on July 14-15

3. EXECUTIVE DIRECTOR'S REPORT

Executive Director Chuck Bean announced that COG and area partners promoted National Prescription Drug Take Back Day, which was reported as the biggest Take Back Day to-date. Bean announced that the COG-organized Regional Opioid and Substance Abuse Summit on May 9, which featured Governors Hogan and McAuliffe, and Mayor Bowser, was attended by more than 500 public health, safety, and policy experts. Bean gave notice about a proposed amendment to the COG by-laws regarding new membership, which will be voted on at the June board meeting. Additionally, Bean noted that COG held a local food event on May 2, which hosted officials from the Sacramento Area Council of Governments. Bean also announced that the Transportation Planning Board approved \$2.7 million in funding for seven bicycle and pedestrian projects in Northern Virginia through the Transportation Alternatives Program. Finally, Bean recognized COG Commuter Connections Marketing Specialist Doug Franklin for his efforts promoting transportation alternatives, such as through Bike to Work Day.

4. AMENDMENTS TO AGENDA

There were no amendments to the agenda.

5. APPROVAL OF MINUTES

The minutes from the April 26, 2017 board meeting were approved.

6. ADOPTION OF CONSENT AGENDA ITEMS

A. Resolution R20-2017 – Resolution authorizing COG to receive and expend funding from drinking water utilities to support regional source water and drinking water protection

ACTION: Adopted Resolution R20-2017.

7. FY2017 THIRD QUARTER FINANCIAL REPORT

COG Secretary-Treasurer Kate Stewart and Chief Financial Officer Leta Simons provided an overview of the FY2017 Third Quarter Financial Report, including the Statement of Revenue, Expenditures, and Change in Fund Balance for the period July 1, 2016 – March 31, 2017 and Comparative Balance Sheet as of March 31, 2017.

ACTION: Received briefing.

8. RESULTS OF THE 2017 HOMELESS ENUMERATION REPORT

COG Homeless Services Committee Chairman Michael Ferrell discussed the results of the 2017 Homeless Enumeration Report, which provides a one night snapshot of the number of people experiencing homelessness or are formerly homeless across the metropolitan Washington region.

ACTION: Received briefing and adopted Resolution R21-2017.

9. REVIEW OF POTENTIAL METRO REFORMS

Former U.S. Department of Transportation Secretary Ray LaHood discussed Virginia Governor Terry McAuliffe's announcement for an independent review of WMATA to identify potential reforms to governance and funding to help ensure Metro's long-term success. LaHood shared his plan for the review and engaged the board for opportunities to work together to improve Metro for the whole region.

ACTION: Received briefing and adopted Resolution R22-2017.

10. BUSINESS COMMUNITY PERSPECTIVES ON METRO

A panel of business leaders, including Northern Virginia Chamber of Commerce President and CEO Jim Corcoran, Greater Washington Board of Trade President and CEO Jim Dinegar, and Prince George's Chamber of Commerce President and CEO David Harrington discussed the private sector's perspective on dedicated funding for Metro and why a safe and reliable system is imperative to the economic success of businesses and workers in the region. The panel members urged elected officials on the COG Board to move swiftly to develop a plan to provide Metro the funding it needs to continue to restore the system to a state of good repair and ensure its long-term maintenance.

ACTION: Received briefing and adopted Resolution R23-2017.

11. OTHER BUSINESS

There was no other business.

12. ADJOURN

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

May 2017 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		Brian Kenner Beverly Perry HyeSook Chung (Tene Dolphin)	Y
	Mr. Rashad Young		Arlen Herrell	Y
Council	Hon. Phil Mendelson	Y		
	<i>Hon. Kenyan R. McDuffie</i>	Y		
<i>Maryland</i>				
Bowie	Hon. G. Frederick Robinson		Hon. Courtney Glass	
Charles County	Hon. Ken Robinson	Y	Hon. Amanda Stewart Hon. Peter Murphy	
City of Frederick	Hon. Randy McClement			
Frederick County	Hon. Jan Gardner		Mr. Roger Wilson	Y
College Park	Hon. Patrick Wojahn	Y	Hon. Monroe Dennis	
Gaithersburg	Hon. Ryan Spiegel	Y	Hon. Neil Harris	
Greenbelt	Hon. Emmett Jordan	Y	Hon. Judith "J" Davis	
Laurel	Hon. Craig Moe		Hon. Michael Leszcz	Y
Montgomery County				
Executive	Hon. Isiah Leggett		Mr. Tim Firestine	
Council	Hon. Roger Berliner	Y		
	Hon. Nancy Navarro	Y		
Prince George's County				
Executive	Hon. Rushern Baker		Mr. Nicholas Majett	Y
Council	Hon. Todd Turner			
	<i>Hon. Derrick Leon Davis</i>			
Rockville	Hon. Bridget Newton			
Takoma Park	Hon. Kate Stewart	Y	Hon. Peter Kovar	
Maryland General Assembly	Hon. Brian Feldman	Y		
<i>Virginia</i>				
Alexandria	Hon. Allison Silberberg	Y	Hon. Redella Pepper	
Arlington County	Hon. Christian Dorsey			
City of Fairfax	Hon. David Meyer		Hon. Jeffrey Greenfield	
Fairfax County	Hon. Sharon Bulova	Y	Hon. Catherine Hudgins	
	Hon. Penelope A. Gross	Y	Hon. Patrick Herrity	
	Hon. John Foust	Y	Hon. Kathy Smith	
Falls Church	Hon. David Tarter		Hon. David Snyder	
Loudoun County	<i>Hon. Matt Letourneau</i>	Y		
Loudoun County	Hon. Phyllis Randall	Y		
Manassas	Hon. Mark Wolfe			
Manassas Park	Hon. Michael Carrera		Hon. Suhas Naddoni	
Prince William County	Hon. Frank Principi	Y		
	Hon. Ruth Anderson	Y		
Virginia General Assembly	Hon. George Barker	Y		

Total: 24

AGENDA ITEM #6

ADOPTION OF THE CONSENT AGENDA

ADOPTION OF CONSENT AGENDA ITEMS

A. Resolution R24-2017 – Resolution authorizing COG to file a planning grant application and enter into a contract with the Federal Aviation Administration to conduct phase 32 of the Continuous Airport System Planning Program

The board will be asked to adopt Resolution R24-2017 authorizing the Executive Director, or his designee, to submit a planning grant application and execute a grant contract with the Federal Aviation Administration (FAA) to conduct Phase 32 of a multi-year program for Continuous Airport System Planning for the National Capital Region in an amount not to exceed \$277,778. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for contractors, and enter into contracts with qualified firms to provide specialized support in performance of the grant requirements, if necessary. Funding for this effort will be provided through a grant from the FAA in the amount of \$250,000 covering ninety percent of the project total cost. COG will be required to provide a match of \$27,778, which will be provided from budgeted local funds.

RECOMMENDED ACTION: Adopt Resolution R24-2017.

B. Resolution R25-2017 – Resolution authorizing COG to receive grants, and procure and enter into contracts to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey

The board will be asked to adopt Resolution R25-2017 authorizing the Executive Director, or his designee, to receive and expend grant funds from the Metropolitan Washington Airports Authority and the Maryland Aviation Administration in the amount of \$350,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey. Funding for this effort will be provided through grants from the Metropolitan Washington Airports Authority and the Maryland Aviation Administration. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R25-2017.

C. Resolution R26-2017 – Resolution authorizing COG to adopt a policy on conflict of interest for federal awards

The board will be asked to adopt Resolution R26-2017, establishing a policy on conflicts of interest for federal awards, as required by the U.S. Office of Management and Budget. The proposed policy specifies that COG's existing policies, rules, and procedures apply to federal awards, and requires reporting and disclosure of apparent, potential, or suspected conflicts of interest.

RECOMMENDED ACTION: Adopt Resolution R26-2017.

D. Resolution R27-2017 – Resolution authorizing COG on behalf of the Metro Safety Commission (MSC) to procure and enter into a contract for administrative management services for the MSC

The board will be asked to adopt Resolution R27-2017 authorizing the Executive Director, or his designee, to expend funds from the Federal Transit Administration (FTA) SSO grant in the amount of \$450,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to provide administrative management services to assist the District of Columbia and the states of Maryland and Virginia in the establishment of a new State Safety Oversight Agency (SSOA) called the Metro Safety Commission (MSC). Funding for this effort is available from the FTA SSO grants being administered through COG's Department of Transportation Planning in the amount of \$450,000. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R27-2017.

E. Resolution R28-2017 – Resolution authorizing COG on behalf of the Metro Safety Commission (MSC) to procure and enter into a contract for executive search services to hire a MSC Executive Director

The board will be asked to adopt Resolution R28-2017 authorizing the Executive Director, or his designee, to expend funds from the Federal Transit Administration (FTA) SSO Grant in the amount of \$75,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to provide Executive Search services to assist the District of Columbia and the states of Maryland and Virginia in the establishment of a new State Safety Oversight Agency (SSOA) called the Metro Safety Commission (MSC). Funding for this effort is available from the FTA SSO grant being administered through COG's Department of Transportation Planning in the amount of \$75,000. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R28-2017.

F. Resolution R29-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #1)

The board will be asked to adopt Resolution R29-2017 authorizing the Executive Director, or his designee, to receive and expend grant funds from District of Columbia Department of Health in the amount of \$210,000. The NCR Homeland Security and Public Safety staff support is intended to support the District of Columbia Department of Health in ensuring healthcare and public health emergency capabilities are met according to federal guidelines. Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R29-2017.

G. Resolution R30-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #2)

The board will be asked to adopt Resolution R30-2017 authorizing the Executive Director, or his designee, to receive and expend grant funds from District of Columbia Department of Health in the amount of \$630,000. The NCR Homeland Security and Public Safety staff support is intended to support the District of Columbia Department of Health in ensuring healthcare and public health emergency capabilities are met according to federal guidelines. Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R30-2017.

H. Resolution R31-2017 – Resolution authorizing COG to accept project funds for the District of Columbia Department of Health through its Health Emergency Preparedness and Response Administration for program development and support (Grant #3)

The board will be asked to adopt Resolution R31-2017 authorizing the Executive Director, or his designee, to receive and expend grant funds from District of Columbia Department of Health in the amount of \$420,000. The NCR Homeland Security and Public Safety staff support is intended to support the District of Columbia Department of Health in ensuring healthcare and public health emergency capabilities are met according to federal guidelines. Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R31-2017.

I. Resolution R32-2017 – Resolution authorizing COG to accept project funds for NCR Homeland Security and Public Safety Program staff support (continuation)

The board will be asked to adopt Resolution R32-2017 authorizing the Executive Director, or his designee, to receive and expend grant funds from District of Columbia Homeland Security and Emergency Management Agency in the amount of \$1,195,243. The NCR Homeland Security and Public Safety staff support is intended to enhance the overall management of the region's Homeland Security and Public Safety Program, improve program performance, and provide the Homeland Security Executive Committee (HSEC) and the Advisory Council with the tools needed to make sound financial and programmatic decisions. Funding for this effort will be provided through a subgrant from the State Administrative Agent's office for the National Capital Region. **No COG matching funds are required.**

RECOMMENDED ACTION: Adopt Resolution R32-2017.

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

**RESOLUTION AUTHORIZING COG TO FILE A PLANNING GRANT APPLICATION AND ENTER INTO A
CONTRACT WITH THE FEDERAL AVIATION ADMINISTRATION TO CONDUCT PHASE 32 OF THE
CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM**

WHEREAS, the Federal Aviation Administration (FAA) authorization includes a provision that makes the District of Columbia eligible to receive and disburse to the Metropolitan Washington Council of Governments (COG) Airport Improvement Program (AIP) Apportionment funds; and

WHEREAS, COG is recognized by FAA as the air systems planning agency for the Metropolitan Washington region; and

WHEREAS, the FAA administers a program that provides funds for continuing air transportation systems planning in large metropolitan regions; and

WHEREAS, COG is involved in a continuing planning process for addressing the issues concerning the future development and impact of the region's major commercial airports as they relate to metropolitan and local community development goals and policies; and

WHEREAS, the growth of commercial aviation activity in the Washington-Baltimore region requires that long-term planning proceed to best accommodate that growth; and

WHEREAS, the FAA has funded thirty-one separate phases of this continuing planning effort and has indicated its willingness to fund a Phase 32 grant application; and

WHEREAS, COG will be required to provide a match of \$27,778, which is available from budgeted local funds.

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

The Executive Director, or his designee, is authorized to submit a planning grant application and execute a grant contract with the FAA to conduct Phase 32 of a multi-year program for Continuous Airport System Planning for the National Capital Region in a total amount not to exceed \$277,778. The FAA will provide funds in the amount of \$250,000, ninety percent of the project total cost. The COG ten percent match of \$27,778, will be provided from budgeted local funds. The Executive Director, or his designee, is further authorized, if necessary, to enter into contracts with qualified firms to provide specialized support in performance of the grant requirements. Funding for this effort will be provided through a grant from the Federal Aviation Administration. COG will be required to provide a match of \$27,778, which is available from budgeted local funds.

This application and subsequent grant contract will include the following tasks:

- 1) Process 2017 Air Passenger Survey
- 2) Comprehensive Regional Air System Plan Update

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

**RESOLUTION AUTHORIZING COG TO RECEIVE GRANTS, AND PROCURE AND ENTER INTO
CONTRACTS TO CONDUCT THE 2017 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER
SURVEY**

WHEREAS, the Metropolitan Washington Council of Governments (COG) is involved in a continuing planning process which supports the planning, development, and operation of airport facilities and transportation facilities that serve the airports in a systematic framework for the Washington-Baltimore region; and

WHEREAS, COG has been conducting air passenger surveys at the region's three major commercial airports for more than thirty years; and

WHEREAS, the data collected in these air passenger surveys have proven to be extremely useful in air service and facility planning activities and in planning for regional transportation facilities that serve the airports; and

WHEREAS, the Metropolitan Washington Airports Authority and Maryland Aviation Administration have indicated their willingness to fund the 2017 Washington-Baltimore Regional Air Passenger Survey, to be conducted at Ronald Reagan Washington National, Washington Dulles International, and Baltimore/Washington International Thurgood Marshall Airports; and

WHEREAS, with said funds COG can proceed with a procurement for a contractor and enter into a contract to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey.

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

The Executive Director, or his designee, is authorized to accept the grants and enter into contracts with the Metropolitan Washington Airports Authority and the Maryland Aviation Administration to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey in an amount not to exceed \$350,000. Subsequently, the Executive Director, or his designee, is also authorized to enter into contracts with qualified firms to conduct the 2017 Washington-Baltimore Regional Air Passenger Survey under COG's Continuous Airport System Planning program. Funding for this effort will be provided through grants from the Metropolitan Washington Airports Authority and the Maryland Aviation Administration. No COG matching funds are required.

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

RESOLUTION ADOPTING A POLICY ON CONFLICT OF INTEREST FOR FEDERAL AWARDS

WHEREAS, the U.S. Office of Management and Budget's Uniform Administrative Requirements include establishment of a conflict of interest policy for federal awards; and

WHEREAS, it is the intent of the Board of Directors to specifically require employees, board members, and agents acting on behalf of the Metropolitan Washington Council of Government (COG) to comply with COG's existing policies, rules, and procedures on conflicts of interest when procuring property and services under a federal award; and

WHEREAS, COG is required to disclose, in writing, potential conflicts of interest and violations of federal criminal law to federal awarding agencies.

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

The board adopts the Conflict of Interest Policy for Federal Awards (attached), specifying that COG's existing policies, rules, and procedures related to conflicts of interest apply to federal awards, and requiring reporting and disclosure of apparent, potential, or suspected conflicts of interest.



Board Policy

Subject: Conflict of Interest Policy for Federal Awards

Policy Owner:	Executive Office
Applies To:	All Metropolitan Washington Council of Governments (COG) employees, members, and officers of the COG Board, and persons acting as agents of COG.
Purpose:	The purpose of this policy is to establish conflict of interest policies for federal awards and to ensure compliance with mandatory disclosure requirements.
Background:	U.S. Office of Management and Budget’s (OMB) Uniform Guidance “Administrative Requirements” in Subpart B require establishment of a conflict of interest policy for federal awards (2 CFR 200.112), and mandatory disclosure in the event of a violation (2 CFR 200.113).
Definitions:	<ol style="list-style-type: none"> 1. Interest - any involvement, ownership, relationship, obligation, direct or indirect, that may influence a person’s judgment 2. Conflict of Interest – when there is the benefit or perceived benefit, either personally or organizationally, in a financial or other interest in the selection of a federal award. Examples include: <ul style="list-style-type: none"> (a) a personal past, present, or future connection, including benefits to family members or businesses with which the person is closely associated, that precludes the ability to act impartially in making decisions (b) soliciting, or accepting gifts or gratuities
Policy:	<p>When procuring property and services under a federal award, employees will be familiar with and apply the following COG policies, rules, and procedures:</p> <ul style="list-style-type: none"> (a) Code of Conduct provisions in COG’s procurement policy (b) Conflicts of Interest provision in the Board of Directors’ Rules and Procedures (c) Human Resources policies and procedures that relate to conflicts of interest <p>Any apparent, potential, or suspected conflict of interest will be reported immediately to the Executive Director and the Contracts and Purchasing Manager.</p>

	<p>The following will be disclosed, in a timely manner and in writing, to the federal awarding agency or pass-through entity:</p> <ul style="list-style-type: none"> (a) any potential conflict of interest in a federal awarding agency or pass-through entity in accordance with applicable federal awarding agency policy (b) all violations of federal criminal law involving fraud, bribery, or gratuity violations potentially affecting a federal award
<p>Responsibility:</p>	<p>It is the responsibility of each employee, board member, or agent acting on behalf of COG to ensure that he/she adheres to this and all applicable policies related to conflict of interest, and conflict of interest disclosure.</p>

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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**RESOLUTION AUTHORIZING COG ON BEHALF OF THE METRO SAFETY COMMISSION (MSC) TO
PROCURE AND ENTER INTO A CONTRACT FOR ADMINISTRATIVE MANAGEMENT SERVICES FOR THE
MSC**

WHEREAS, COG is the designated recipient of Federal Transit Administration (FTA) SSO funds and is charged with the responsibility to work with the District of Columbia, and the states of Maryland and Virginia providing decision support to establish a strong State Safety Oversight Agency (SSOA) called the Metro Safety Commission (MSC); and

WHEREAS, the outcome is for the MSC to be established as an independent legal entity which will assume the enhanced responsibilities of the SSOA to oversee the safety of WMATA Metrorail operations consistent with FTA requirements for a SSOA with sufficient authority to compel rail safety-promoting actions at WMATA; and

WHEREAS, the Metropolitan Washington Council of Governments (COG) needs to proceed with a procurement for a contractor(s) and enter a contract to hire administrative management services for the MSC in its day to day administrative and management activities; and

WHEREAS, this procurement activity is outlined in the MSC's Mobilization Plan submitted to the FTA; and

WHEREAS, this activity will be funded from budget approved for the MSC support activity and derived from Federal Fiscal Year 2013 and 2014 funds and state matching funds provided separately by the District of Columbia and the states of Maryland and Virginia which is a line item in the FY2013 and FY2014 SSOA grant applications approved by the FTA on September 18, 2015 and August 24, 2016.

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

The Executive Director, or his designee, is authorized to enter a contract(s) and expend up to \$450,000 on contractor assistance in supporting the District of Columbia, Maryland, and Virginia with day to day MSC administrative services that will lead to the establishment of the MSC.

Funding for this effort is available from the FTA SSO grants being administered through COG's Department of Transportation Planning in the amount of \$450,000. No COG matching funds are required.

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

**RESOLUTION AUTHORIZING COG ON BEHALF OF THE METRO SAFETY COMMISSION (MSC) TO
PROCURE AND ENTER INTO A CONTRACT FOR EXECUTIVE SEARCH SERVICES TO HIRE A MSC
EXECUTIVE DIRECTOR**

WHEREAS, COG is the designated recipient of Federal Transit Administration (FTA) SSO funds and is tasked with the responsibility of working with the District of Columbia, and the states of Maryland and Virginia providing decision support services to establish a strong Metro Safety Commission (MSC) with sufficient authority to compel rail safety-promoting actions at WMATA; and

WHEREAS, the outcome is for the MSC to be established as an independent legal entity which will assume the enhanced responsibilities of the SSOA to oversee the safety of WMATA Metrorail operations consistent with FTA requirements for a SSOA; and

WHEREAS, the Metropolitan Washington Council of Governments (COG) needs to proceed with a procurement for a contractor(s) and enter a contract to assist the District of Columbia and the states of Maryland and Virginia in the recruitment and hiring of an Executive Director to lead a State Safety Oversight Agency (SSOA) called the Metro Safety Commission (MSC); and

WHEREAS, the hiring of an Executive Director of the MSC is noted as an explicit activity in the MSC's Mobilization Plan submitted to the FTA; and

WHEREAS, the funding for this activity will be derived from the MSC funding from Federal Fiscal Year 2013 funds and state matching funds provided separately by the District of Columbia and the states of Maryland and Virginia which is a line item in the FY2013 SSOA grant application approved by the FTA on September 18, 2015.

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

The Executive Director, or his designee, is authorized to enter a contract(s) and expend up to \$75,000 on contractor assistance in supporting the District of Columbia, Maryland, and Virginia with recruitment and hiring of an MSC Executive Director that will lead the MSC. An Executive Search firm will provide advice and assistance in conducting a search and hiring for the position to undertake the challenges of building, leading, and managing the direction of the newly created MSC. The recruitment and hiring of the MSC Executive Director will be conducted in cooperation with the appointed MSC Board of Commissioners from the District of Columbia, Maryland, and Virginia. Funding for this effort is available from the FTA SSO grants being administered through COG's Department of Transportation Planning in the amount of \$75,000. No COG matching funds are required.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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**RESOLUTION AUTHORIZING COG TO ACCEPT PROJECT FUNDS FOR DISTRICT OF COLUMBIA
DEPARTMENT OF HEALTH THROUGH ITS HEALTH EMERGENCY PREPAREDNESS AND RESPONSE
ADMINISTRATION FOR PROGRAM DEVELOPMENT AND SUPPORT (GRANT #1)**

WHEREAS, the Metropolitan Washington Council of Governments (COG) provides Homeland Security, Public Safety, Health Preparedness, and Response program staff support for the National Capital Region (NCR); and

WHEREAS, the NCR Homeland Security and Public Safety staff provides support to the District of Columbia Department of Health pursuant to Healthcare Preparedness Program and the Public Health Emergency Preparedness cooperative agreements to ensure healthcare and public health emergency capabilities are met according to federal guidelines; and

WHEREAS, examples of capabilities being addressed include, but are not limited to: emergency operations coordination, emergency public information and warning, and medical surge; and

WHEREAS, funding for the procurement and contract has been provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$210,000 for the District of Columbia Department of Health.

Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. No COG matching funds are required.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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WASHINGTON, DC 20002**

**RESOLUTION AUTHORIZING COG TO ACCEPT PROJECT FUNDS FOR DISTRICT OF COLUMBIA
DEPARTMENT OF HEALTH THROUGH ITS HEALTH EMERGENCY PREPAREDNESS AND RESPONSE
ADMINISTRATION FOR PROGRAM DEVELOPMENT AND SUPPORT (GRANT #2)**

WHEREAS, the Metropolitan Washington Council of Governments (COG) provides Homeland Security, Public Safety, Health Preparedness, and Response program staff support for the National Capital Region (NCR); and

WHEREAS, the NCR Homeland Security and Public Safety staff provides support to the District of Columbia Department of Health pursuant to Healthcare Preparedness Program and the Public Health Emergency Preparedness cooperative agreements to ensure healthcare and public health emergency capabilities are met according to federal guidelines; and

WHEREAS, examples of capabilities being addressed include, but are not limited to: community preparedness, emergency operations coordination, emergency public information and warning, information sharing, and medical surge; and

WHEREAS, funding for the procurement and contract has been provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$630,000 for the District of Columbia Department of Health.

Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. No COG matching funds are required.

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WASHINGTON, DC 20002**

**RESOLUTION AUTHORIZING COG TO ACCEPT PROJECT FUNDS FOR DISTRICT OF COLUMBIA
DEPARTMENT OF HEALTH THROUGH ITS HEALTH EMERGENCY PREPAREDNESS AND RESPONSE
ADMINISTRATION FOR PROGRAM DEVELOPMENT AND SUPPORT (GRANT #3)**

WHEREAS, the Metropolitan Washington Council of Governments (COG) provides Homeland Security, Public Safety, Health Preparedness, and Response program staff support for the National Capital Region (NCR); and

WHEREAS, the NCR Homeland Security and Public Safety staff provides support to the District of Columbia Department of Health pursuant to Healthcare Preparedness Program and the Public Health Emergency Preparedness cooperative agreements to ensure healthcare and public health emergency capabilities are met according to federal guidelines; and

WHEREAS, examples of capabilities being addressed include, but are not limited to: community preparedness, emergency operations coordination, medical countermeasure dispensing, and medical material management and distribution; and

WHEREAS, funding for the procurement and contract has been provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$420,000 for the District of Columbia Department of Health.

Funding for this effort will be provided through a Memorandum of Understanding between the District of Columbia Department of Health and COG. No COG matching funds are required.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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WASHINGTON, DC 20002**

**RESOLUTION AUTHORIZING COG TO ACCEPT PROJECT FUNDS FOR NCR HOMELAND SECURITY AND
PUBLIC SAFETY PROGRAM STAFF SUPPORT (CONTINUATION)**

WHEREAS, the Metropolitan Washington Council of Governments (COG) provides Homeland Security and Public Safety program staff support for the National Capital Region (NCR); and

WHEREAS, the NCR Homeland Security and Public Safety staff support is intended to enhance the overall management of the region's Homeland Security and Public Safety Program, improve program performance, and provide the Homeland Security Executive Committee and the Advisory Council with the tools needed to make sound financial and programmatic decisions; and

WHEREAS, examples of documented outcomes include, but are not limited to: assisting with the updating the NCR Homeland Security Strategic Plan; supporting the development of a baseline for priority regional capabilities; partnering with the State Administrative Agent's (SAA) office on regional reporting requirements; and continuing to support the development and refinement of the new Homeland Security process; and

WHEREAS, funding for the procurement and contracts have been provided to COG by State Administrative Agent (SAA) for the National Capital Region.

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

The Executive Director, or his designee, is authorized to receive and expend up to \$1,195,243 for Homeland Security and Public Safety staff support (continuation) from April 6, 2017 through September 30, 2017.

Funding for this effort will be provided through a subgrant from the SAA for the National Capital Region. No COG matching funds are required.

AGENDA ITEM #7

FISCAL YEAR 2018 WORK PROGRAM AND BUDGET



June 7, 2017

Metropolitan Washington Council of Governments Board of Directors:

I am pleased to submit the recommended work program and budget of the Metropolitan Washington Council of Governments (COG) for fiscal year 2018. The work program and budget is transmitted through the Board's Budget and Finance Committee, for review and approval or modification by the Board of Directors. The full work program and budget can be found on the [COG website](#).

The budget is a fiscal guide for the operation of COG beginning July 1, 2017 through June 30, 2018. It supports work activities in Transportation Planning, Transportation Operations, Metropolitan Planning, Health Planning and Child Welfare, Homeland Security and Public Safety, Water Resources, Environmental Resources, Air Quality, Strategic Initiatives and Member Services, and Support Services.

The FY2018 Proposed Work Program and Budget estimates an additional \$4.2 million (13.2%) in operating revenue and expense (total budget \$35.8 million) compared to the FY2017 Work Program and Budget, due to:

- Increase in cost-reimbursable expenditures to support the Unified Planning Work Program, including full staffing of positions, and the preparation of the 10-year Regional Household Travel Survey. Funding for the UPWP is 80% federal, 10% state match, and 10% COG dues match.
- Increase in the number of projects and funding for regional Urban Area Security Initiative (UASI) projects, primarily for the Secure the Cities program, and full staffing of the Homeland Security office.
- Increase in fee for service and other awards and agreements for Anacostia Restoration Special Projects.
- Increase in general fund revenue through Cooperative Purchasing service fees charged to vendors for large, region-wide procurements managed by COG staff.

Pass-through funds, special revenue funds, and contributed services totaling \$25.9 million are noted separately from the general operating budget, bringing the total of funds expected to be received and disbursed by COG in FY2018 to \$61.6 million.

As of June 30, 2016, Board Designated reserves total \$11 million, and are fully funded as per the operating and capital expenditure reserve policies. The operating reserve is maintained at an amount equal to two months of operating expenses.

Respectfully submitted,

A handwritten signature in blue ink that reads "Chuck Bean".

Chuck Bean
Executive Director

PROPOSED WORK PROGRAM AND BUDGET

Fiscal Year 2018

Chuck Bean
COG Executive Director

Leta Simons
COG Chief Financial Officer

COG Board of Directors
June 14, 2017

Agenda Item #7



FY2018 Budget of \$61.6 Million

Operating Funds \$35.8 Million

Pass-Through Funds \$25.3 Million

Other Funds \$.5 Million



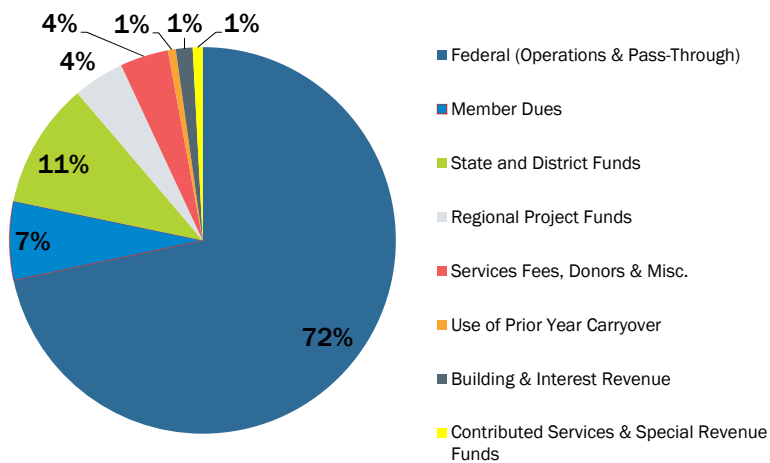
Supporting COG's Region Forward Vision

COG's budget supports the following programs:

- Homeland Security & Public Safety - \$22.9 million
- Transportation Planning - \$17.8 million
- Transportation Operations - \$10.0 million
- Water Resources - \$4.4 million
- Environmental Resources - \$2.7 million
- Strategic Initiatives and Member Services - \$1.8 million
- Air Quality - \$1.1 million
- Health Planning & Child Welfare - \$514,100
- Metropolitan Planning - \$429,700



FY2018 Revenue Sources



Highlights of the FY2018 Work Program

- Advocate to ensure that Metro has the funding it needs to support the region's long-term economic success.
- Facilitate the continued implementation of the Metro Safety Commission.
- Identify projects, programs, and policies that have the potential to substantively address the region's long-term congestion, mobility, and accessibility while accommodating growth.
- Update the Round 9.0 Cooperative Forecasts ("Round 9.1") with a planning time horizon of 2045.

Highlights of the FY2018 Work Program

- Issue the first-ever "Regional Homeland Security and Public Safety Planning Guidance."
- Begin implementation of the Water Security plan to improve the resiliency of the region's water supply systems.
- Implement new cost-effective measures from the 2017-2020 Climate and Energy Action Plan.
- Cooperative Purchasing: Leverage COG's subject matter expertise and apply new reinvestment fee to achieve millions of dollars in new savings for COG members.

Reserves and Investments

As of **June 30, 2016**:

- Operating Reserve is fully funded at \$4.7 million.
- Capital Expenditure Reserve is funded at \$6.3 million. A 5-Year Capital Expenditure Plan will be presented to the Board for consideration at the September 2017 meeting.
- Undesignated and Unrestricted Net Assets total \$1.1 million. A portion will be used to help balance the budget in FY2017.
- Cash net assets of \$8.2 million are invested in CD's, government securities, and money market funds

Budget Approval Process

- November:** Board of Directors approves the annual assessment of Member Dues and Regional Fees to be used in developing the Work Program and Budget.
- April:** Budget and Finance Committee reviews draft Work Program and Budget prepared by Management, and recommends approval or modifications.
- June:** Board of Directors approves or modifies the proposed Work Program and Budget.
- July:** Work Program and Budget is implemented at the start of the new fiscal year.

Leta Simons

COG Chief Financial Officer
(202) 962-3362
lsimons@mwkog.org

mwkog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002



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

RESOLUTION ADOPTING THE FY2018 WORK PROGRAM AND BUDGET

WHEREAS, the Metropolitan Washington Council of Governments (COG) has adopted *Region Forward* as its strategic plan guiding the development of its fiscal year work program and budget; and

WHEREAS, the COG Board of Directors' policy boards and committees, with support from the COG management staff, have developed their proposed work programs and budgets based on *Region Forward* and anticipated revenue sources; and

WHEREAS, COG bylaws require the Executive Director to submit a proposed budget of the corporation to the Board of Directors for approval or modification; and

WHEREAS, the Budget and Finance Committee comprised of the COG Board Executive Committee, the Chairs of the Transportation Planning Board and the Metropolitan Washington Air Quality Committee, and the COG Secretary-Treasurer, reviewed and recommended approval of the proposed FY2018 (July 1, 2017 to June 30, 2018) Work Program and Budget.

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

The board approves the proposed FY2018 Work Program and Budget.

AGENDA ITEM #8

PROPOSED COG MEMBERSHIP BY-LAW AMENDMENT



MEMORANDUM

TO: COG Board of Directors
CC: Chuck Bean, Executive Director
Stuart Freudberg, Deputy Executive Director
FROM: Sharon E. Pandak, General Counsel
SUBJECT: Notice of Proposed By-Law Amendments Relating to the Application Process for Prospective New Members to Join COG
DATE: May 10, 2017

This advance notice is given pursuant to the By-Laws requirement in Section 13.02 which requires notice one meeting in advance of the meeting scheduled for voting on By-Laws amendments. The proposed amendments will be before the board for consideration at its June 14, 2017 meeting.

The proposed amendments update the By-Laws with respect to the application process for prospective members to join the Council of Governments. The amendments are recommended by the By-Laws Task Force which met on April 5, 2017. The By-Laws Task Force is comprised of Chairman Derrick Davis, Supervisor Penny Gross, and Mayor Emmett Jordan.

PROPOSED BY-LAWS AMENDMENTS

The By-Laws Task Force recommends the following proposed amendments:

Amend Section 3.01: This amendment creates an application process for prospective new members eligible for general membership in the Council of Governments. The current By-Laws do not specify any form of application. Creating a formal application, cover letter of interest and intent to pay membership fees, and a resolution of the governing body requesting membership will assist in keeping corporate records of membership interest and formalize the process of joining COG. The amendment will also require a vote of the Board of Directors to approve all new members.

TEXT OF PROPOSED AMENDMENTS

Section 3.01 General membership in the Council of Governments:

- (a) The members of the governing body of each government described under Subsections 2.01 and 2.02 shall be eligible for general membership. Interested governments shall submit a completed application for membership provided by the Council of Governments, a cover letter committing to pay the annual membership fee upon approval of membership, and a resolution of the governing body requesting membership. Upon receipt of the foregoing documents, a vote of the Board of Directors is required to approve the new member effective July 1 of the respective year.

PROPOSED PROCESS

Pursuant to Section 13.02, the By-Laws may be amended at a regular meeting of the board by a 3/4 majority of the members present and voting. The board can, therefore, act at its June meeting.

Mr. Bean and I would be glad to answer any questions that you may have.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
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RESOLUTION AMENDING § 3.01 OF THE COG BY-LAWS

WHEREAS, based upon the recommendation of its Executive Director, General Counsel, and the COG Board of Directors By-Laws Taskforce the Metropolitan Washington Council of Governments (COG) desires to amend § 3.01 of its By-Laws; and

WHEREAS, notice was given of a proposed amendment at the regular May 10, 2017 meeting of the COG Board of Directors.

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

The following amendment to the By-Laws are hereby adopted:

Section 3.01 General membership in the Council of Governments:

- (a) The members of the governing body of each government described under Subsections 2.01 and 2.02 shall be eligible for general membership. Interested governments shall submit a completed application for membership provided by the Council of Governments, a cover letter committing to pay the annual membership fee upon approval of membership, and a resolution of the governing body requesting membership. Upon receipt of the foregoing documents, a vote of the Board of Directors is required to approve the new member effective July 1 of the respective year.

AGENDA ITEM #9

CHESAPEAKE BAY AND WATER RESOURCES POLICY COMMITTEE PRIORITIES

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

RESOLUTION SUPPORTING CONTINUED FEDERAL FUNDING FOR THE CHESAPEAKE BAY PROGRAM

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

WHEREAS, the COG Board recognizes that the Chesapeake Bay and its tributaries provide a wide variety of economic and environmental benefits, employment opportunities, recreational opportunities, and ecological, cultural, and historic resources, and are fundamental to our region's quality of life, environment, and economic competitiveness; and

WHEREAS, COG members and water utilities have invested billions of dollars and resources as leaders in the Chesapeake Bay restoration efforts, and are seeing measurable improvements in Bay, Potomac, and Anacostia water quality; and

WHEREAS, there is a clear and direct federal interest in the health of the Chesapeake Bay and its tributaries given that the Bay is the nation's largest estuary, is a \$130 billion annual economic driver, is home to approximately 18 million people, and multiple federal agencies provide significant technical support to the Bay restoration effort; and

WHEREAS, the U.S. Environmental Protection Agency's Chesapeake Bay Program (CBP) Office serves a unique, critical role in coordinating the multi-lateral Chesapeake Bay restoration efforts of the 20 federal agencies, six states, the District of Columbia, thousands of counties and towns, numerous universities, and other organizations; and provides essential technical resources via modeling and monitoring to ensure accountability, effectiveness, and equity among the Bay states; and

WHEREAS, Congress supported continuing the full funding for the CBP in FY 2017, and there is strong bipartisan support by metropolitan Washington Congressional members for continuing full funding in FY 2018 and beyond; and

WHEREAS, reductions in critical funding for the CBP or that of the other associated federal agencies, at this tipping point in the Bay's progress, would risk slowing or reversing the progress and investments made to-date by the Bay states, local governments, and water utilities.

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

- 1) The board recognizes the value of clean water and the Chesapeake Bay and supports continued full funding for the Chesapeake Bay Program, and other federal water quality programs.
- 2) The board directs the Executive Director, or his designee, to communicate the board's position to the necessary entities and individuals at the local, state, and federal level.

AGENDA ITEM #10

UPDATE FROM WMATA GENERAL MANAGER ON THE METRORAIL SYSTEM

Keeping Metro Safe, Reliable and Affordable

By WMATA GM/CEO Paul J. Wiedefeld, April 19, 2017

Introduction

Metro represents a \$40 billion asset and enterprise that has generated returns on regional and national investments through mobility, traffic congestion relief, improved air quality, and economic development. Now more than 40 years old, customers are feeling the effects of an aging system that is jeopardized by decades of deferred maintenance. Today, the system has a total of \$25 billion in unfunded capital needs. **With only one more year of committed capital funding, Metro needs \$15.5 billion over the next 10 years to remain safe and reliable.** Significantly, Metro is still one of the only major American transit systems without funding dedicated to preserve its assets, and to invest in safety and reliability.

Metro also has a unique business model for operating bus and rail services that flows from WMATA's charter and governance structure, which has become financially unsustainable with cost growth that far exceeds revenue. While rider fares and commercial sources, such as advertising, fund more than 45 percent of Metro's operating costs – one of the highest cost recovery rates in the country – Metro's operating expense is rising at nearly twice the rate of Metro's (fare and commercial) revenues.

Left unchecked, Metro's public subsidy requirement for day-to-day operations would grow from \$980 million to \$1.6 billion annually in 10 years – driven primarily by wage and benefit costs. Even if Metro were to regain tomorrow the 100,000 average daily riders lost over the last decade, its public subsidy need for day-to-day operations would still grow to \$1.5 billion in 10 years.

Without a change to this business model, the funding jurisdictions will have to continue to choose every year between substantially reducing service or finding \$12 billion more in public money for Metro's operations over the next 10 years.

Failure to act, and/or continued reliance on insufficient capital and unchecked operating expense growth, could result in cannibalization of capital funding to the detriment of system safety and reliability, erasing the gains Metro has made through SafeTrack and perpetuating the unreliable service riders have endured for too long. New railcar delivery would slow or end, necessary transfer station safety and passenger flow improvements would linger on the drawing board, the bus fleet would age in place, the nation's largest escalator fleet would fall back into disrepair, and customer satisfaction would remain in the 65-70 percent range or decline. Further, because Metro is a key component of the Capital's national security cordon, providing WMATA with the necessary resources to discharge this duty is imperative.

Not only would Metro safety and service be compromised, but inaction would worsen Metro's financial condition, as it becomes more unsustainable each year.

WMATA's unfunded liabilities would grow, and its deteriorating financial condition would impact the agency's credit rating, increase its debt profile and costs to borrow money, which is necessary to ensure proper cash flow. The \$1.0 billion unfunded pension liability would not be addressed and could grow, and the active employee health care costs and \$1.8 billion retiree and other post-employment benefits (OPEB) liability would continue to climb.

Rather than continue a yearly process of lurching from one funding exercise to another to keep Metro afloat, the region would be better served by establishing a new approach to funding that preserves Metro's value, delivers safe and reliable transit service, supports a world-class transit experience for residents and visitors to the nation's capital, and provides stability for Metro's valued customers and employees.

To that end, WMATA has completed a detailed analysis of the financial challenges it faces and practical requirements necessary to keep Metro safe, reliable and affordable. The analysis is focused on two priorities: dedicated capital funding to provide safe and reliable service, and changes to WMATA's business model to keep service affordable for riders and taxpayers.

This framework for WMATA seeks to inform the public and the urgent discussions underway among stakeholders about how to meet Metro's needs next year and beyond. While respecting that WMATA wages and benefits are established through collective bargaining, this analysis also sets forth certain principles intended to enable Metro to provide fair compensation to its current employees, while identifying management tools and other opportunities to achieve efficiencies.

Several significant requirements are contained here that address both capital and operating expenses, as well as financial management best practices, including:

- Grow Metro's capital program to \$1.5 billion average annual investment to fund safety and reliability with a dedicated revenue stream
- Reauthorize and fund federal capital investment (PRIIA) in safety and reliability at least at current level (\$1.5 billion over 10 years)
- Commit to a regional multi-year, stable revenue source to generate \$500 million per year for a Capital Trust Fund
- Provide a lock box feature to ensure the Fund is dedicated to capital investment
- Maintain the current level of jurisdictional capital funding with three percent annual growth cap
- Preserve pensions for active employees and retirees, but provide 401K-like plans for new hires
- Provide flexibility to reduce costs of day-to-day operations with tools including competitive contracting of targeted functions, where permitted (e.g. new services, operations and facilities, such as Silver Line Phase II)

- Amend the National Capital Area Interest Arbitration Standards Act (aka Wolf Act) to require arbitration process consideration of financial realities
- Create a Rainy Day Fund of to incrementally provide 10% of the operating budget over 10 years
- Cap jurisdictional contributions for operating at three percent annual growth

Metro's Capital Requirement

Capital investment is the lifeblood of transit systems, particularly (capital-intensive) rail properties, and is absolutely vital to maintaining the current system and new Silver Line extension in safe and reliable condition. For Metro, capital is necessary to pay for new and rebuilt railcars and buses, tracks, infrastructure, the power system required for 8-car trains, and much needed safety and passenger flow improvements in transfer and other high ridership stations.

While Metro has \$25 billion in total unfunded capital needs, WMATA will require \$15.5 billion of this amount over the next ten years for critical capital projects.

WMATA's Capital Funding Agreement and PRIIA authorization both expire next year, imperiling the current (annually appropriated) stream of capital for safety and reliability projects. WMATA's annual capital program is currently funded by:

- *Federal Formula Grants: \$300M*
- *Federal PRIIA: \$150M*
- *Regional match for PRIIA: \$150M*
- *Jurisdictions' commitment: \$210M*

To supplement the \$810 million in federal and jurisdictional capital funding, the Board and jurisdictions authorized borrowing \$291 million to be repaid by future jurisdictional annual contributions.

Even if this level of effort continues, the capital funding shortfall for Metro's safety and reliability requirements will be at least \$7 billion over 10 years. To maintain a safe and reliable bus and rail network, WMATA must ramp up to a \$1.5 billion average annual capital investment program.

To address this substantial need, levels of investment must be committed by both federal and regional stakeholders. To adequately fund Metro safety and reliability requirements, **PRIIA should be reauthorized and funded at least at the current level of effort (\$1.5 billion over 10 years).** And the region needs to establish a **new dedicated revenue stream and Capital Trust Fund to provide \$500 million annually, exclusively for capital projects.** This new revenue source would demonstrate sustained regional support for the Metro system and create a foundation for planning, contracting, and delivering critical safety and reliability projects. This

commitment will differ significantly from the current Capital Funding Agreement that governs jurisdictional capital contributions to WMATA only through FY2018.

The annual nature of year-to-year capital allocations from the funding jurisdictions limits the region's ability to efficiently and effectively leverage those dollars in the capital markets through bonding. The new Capital Trust Fund must be well-defined – it needs to be funded by a multi-year revenue source that contains a specific, dedicated revenue stream for WMATA. For Metro, “dedicated” refers to capital funding that is predictable, multi-year, has no expiration, and is not subject to annual appropriations.

This structure would separate WMATA's Capital Trust Fund for safety and reliability from the annual competition within governments for funding other state and municipal priorities. It also reduces borrowing costs, which benefits both WMATA and its funding partners, and enables the capital markets to provide WMATA with the best available ratings.

Additionally, the new Capital Trust Fund should be shielded from day-to-day operations to ensure this new funding goes to capital investments. Historically, WMATA has offset certain shortfalls in operating funding by shifting federal grant funding to pay for eligible maintenance costs, a practice the WMATA Board of Directors took a step towards reducing this year.

The new Capital Trust Fund must be permanently and structurally precluded from use as a de facto reserve for day-to-day operations of bus, rail, and paratransit.

Changing the Business Model

Today, operations are funded by fare-paying riders, commercial revenues, and support from taxpayers who benefit from transit service through traffic mitigation, development, jobs, and economic growth.

Operating expenses are rising at twice the rate of Metro fares and commercial revenues. **Left unchecked, operating cost growth will generate invoices to funding jurisdictions totaling \$1.1 billion next fiscal year.**

Operating costs include materials and energy, but by far the most significant cost drivers are wages and benefits for the people who operate and maintain rail and bus services – comprising more than 70 percent of total operating expenses. To curb operating cost growth, WMATA and its stakeholders need to take action in several areas, including:

Improving Efficiency

- Continue to eliminate inefficient business practices and outdated functions to drive accountability
- Improve productivity through strengthening management of absenteeism, overtime, and workers' compensation

- Increase ridership by providing more reliable service
- Open to competition those functions that Metro has the ability to outsource where efficiencies can be gained (e.g. new functions, operations and facilities, such as Silver Line Phase II)
- Develop new technologies (e.g. track inspection, fare collection, online customer care) and automation to improve productivity
- Timely right-size service to demand

Changing Policy

- Amend the National Capital Area Interest Arbitration Standards (aka Wolf) Act to mandate that arbitrators who preside over interest arbitrations render awards that are consistent with WMATA's financial condition and do not exceed the ability or willingness of the funding jurisdictions to pay, as Congress originally intended
- Cap annual increases in jurisdictional portion of operating and capital subsidies for the system (after including new bus facilities, Potomac Yard station and Silver Line Phase II) at three percent
- Avoid unfunded service expansion beyond currently approved levels
- Create and contribute to a "Rainy Day Fund" that incrementally provides 10% of the operating budget over 10 years

Stabilizing Workforce Costs

- Continue to fund OPEB Trust through efficiency savings
- Provide all new employees defined contribution (i.e. 401K) benefit plans
- Continue providing defined benefit pension plans to eligible active employees and protect legacy pensions to eligible current retirees
- Reduce reliance on overtime and prevent fatigue by staffing up key operating positions
- Invite WMATA Labor Unions to compete for new work, such as Silver Line Phase II

These tools and policy changes borrow from best practices nationally in capital investment and transit cost controls, including the practice of opening various functions and services to competitive bidding, where permitted. Such a process could invite proposals from both private companies and WMATA Labor Unions when possible. Further, these changes are responsive to the needs of funding jurisdictions to curb annual cost growth, and enable Metro to maintain a policy of fare increases not more frequently than every other year. Metro also needs to generate revenue from increased ridership, advertising, real estate and concessions by an annual average of 1.5 percent.

It is encouraging that the Metropolitan Washington Council of Governments (MWCOC) and others are considering funding and governance changes to WMATA's structure.

Those bodies are in a position to assess practices among funding jurisdictions for lessons learned by municipal and state governments with respect to managing public sector employees to determine if there are other policies that might benefit WMATA.

WMATA has and will continue to reach out to share cost and revenue assumptions in further detail with funding partners, WMATA's Board of Directors, former Department of Transportation Secretary Ray LaHood, MWCOG and the Jurisdiction CAOs/CFOs, and the region's business and community leaders, as well as employees and riders in the National Capital Region, to reach solutions that keep Metro safe, reliable and affordable.

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

RESOLUTION SUPPORTING THE WMATA GENERAL MANAGER/CEO'S *KEEPING METRO SAFE, RELIABLE, AND AFFORDABLE* PLAN

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

WHEREAS, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

WHEREAS, the region's leaders are unified in their desire to support the Washington Metropolitan Area Transit Authority's (WMATA's) ongoing initiatives to achieve a safe, reliable, efficiently managed system, maintained in a state of good repair; and

WHEREAS, the *Keeping Metro Safe, Reliable, and Affordable* Plan ("Plan") released by the WMATA General Manager/CEO on April 19, 2017 provides a sound strategy for furthering the region's goals for a safe, reliable, and efficient system, building on the success of the *SafeTrack* program and the *Back2Good* initiative; and

WHEREAS, the board recognizes that achievement of the goals in the General Manager/CEO's Plan and the ultimate return of Metro to a world class transit system urgently requires identification of a long-term, sustainable funding solution and the board, supported by its Metro Strategy Group, is actively engaged in seeking regional consensus on funding solution.

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

The board supports the direction and spirit of the General Manager/CEO's *Keeping Metro Safe, Reliable, and Affordable* Plan as a constructive framework for improving Metro and looks forward to ongoing collaboration and coordination with WMATA to help achieve the region's vision for a fully restored, world class Metro system efficiently managed in a state of good repair.

AGENDA ITEM #11

METRO STRATEGY GROUP UPDATE

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

RESOLUTION ADOPTING THE COG BOARD OF DIRECTORS STATEMENT OF PRINCIPLES ON METRO

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

WHEREAS, the COG Board of Directors has identified restoring Metro as its top priority reflecting the critical role Metro plays in the success of region's economy, transportation mobility, and overall quality of life; and

WHEREAS, the board established a Metro Strategy Group to assist with developing a regional strategy to facilitate achievement of the region's goals for Metro of a fully restored, world class system that is safe, efficiently managed, and maintained in a state of good repair; and

WHEREAS, the Metro Strategy Group recommends the board adopt a series of principles to provide a focus for the regional actions needed to achieve these goals; and

WHEREAS, the recommended principles emphasize the urgent need for local and state governments, the business community and other stakeholders to take unified actions to ensure that funding solutions and associated supporting actions are in place by July, 2018; and

WHEREAS, the principles further emphasize the critical role of the federal government to support America's transit system.

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

The board adopts the following *Statement of Principles on Metro* to guide the path forward throughout 2017.

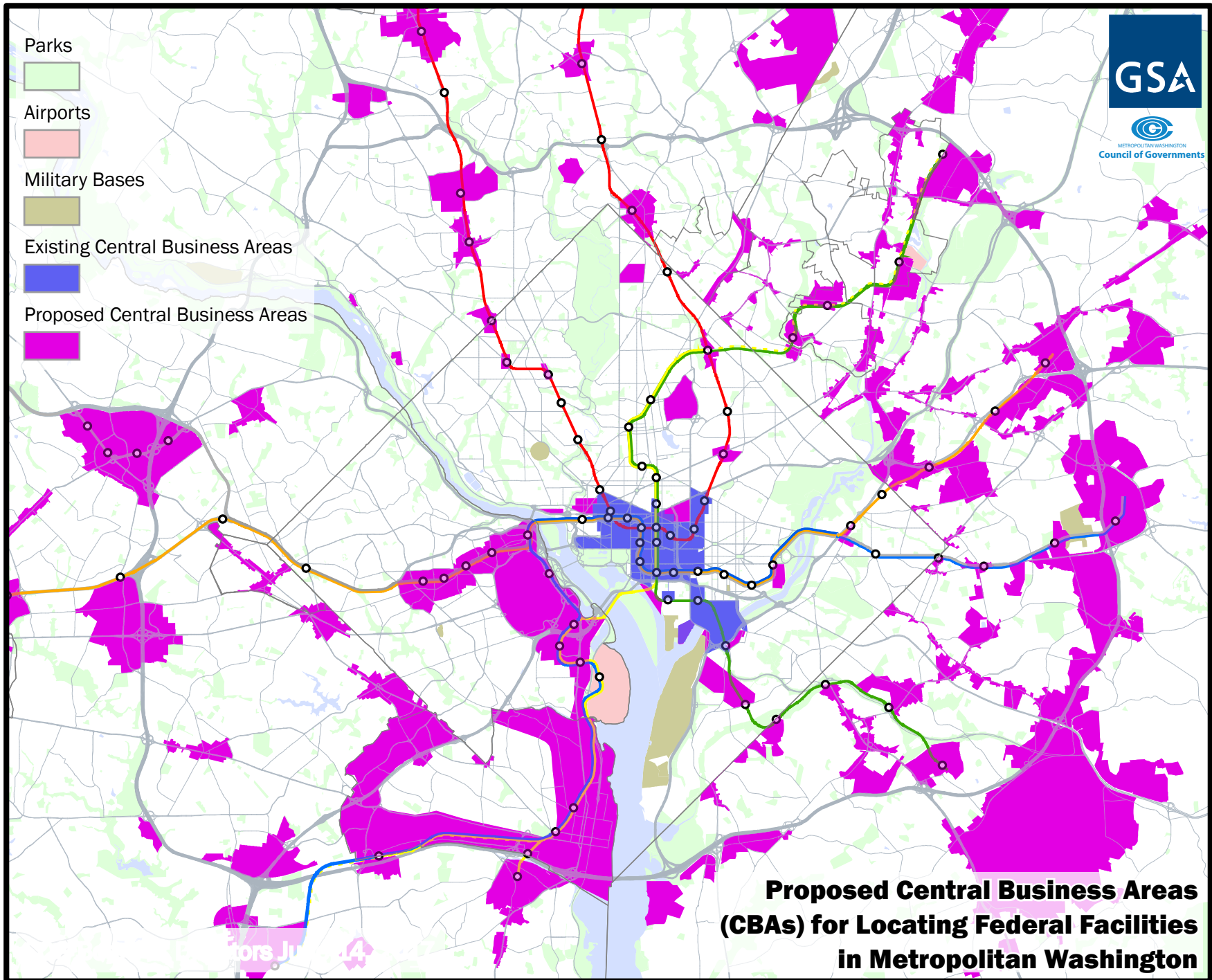


**COG Board of Directors
Statement of Principles on Metro
June 14, 2017**

1. The region adopts the goal of a fully restored, world class Metro system that is safe, efficiently managed, and maintained in a state of good repair.
2. Bridging the gap in WMATA's long-term capital needs is the funding priority.
3. The optimal way to address WMATA's capital funding gap for state of good repair and critical capital needs is through a dedicated funding source or sources that are earmarked to WMATA, fully bondable at the highest possible financial rating, and enhances WMATA's overall financial standing.
4. WMATA's operating and maintenance funding needs should be addressed through application of management best practices and reforms, as well as funds derived from increased ridership, before determining if there is a need for additional funding to fill any remaining gap in operating and maintenance funding needs.
5. Local and state contributions for capital subsidies, as well as operating and maintenance subsidies, should be predictable with an annual growth rate of not more than three percent.
6. The local jurisdictions, the states, the business community and additional stakeholders will collaborate to accomplish these goals by the start of WMATA's Fiscal Year 2019.
7. Enhancement and reform of WMATA's governance and operations may be accomplished through agreements, policies, and legislative actions that can be implemented without reopening the WMATA compact at this time.
8. The federal government should recognize its fiscal responsibility to America's transit system and the federal workforce utilizing the Metrorail system.

AGENDA ITEM #12

UPDATE ON IDENTIFYING CENTRAL BUSINESS AREAS



Existing Central Business Areas



Proposed Central Business Areas



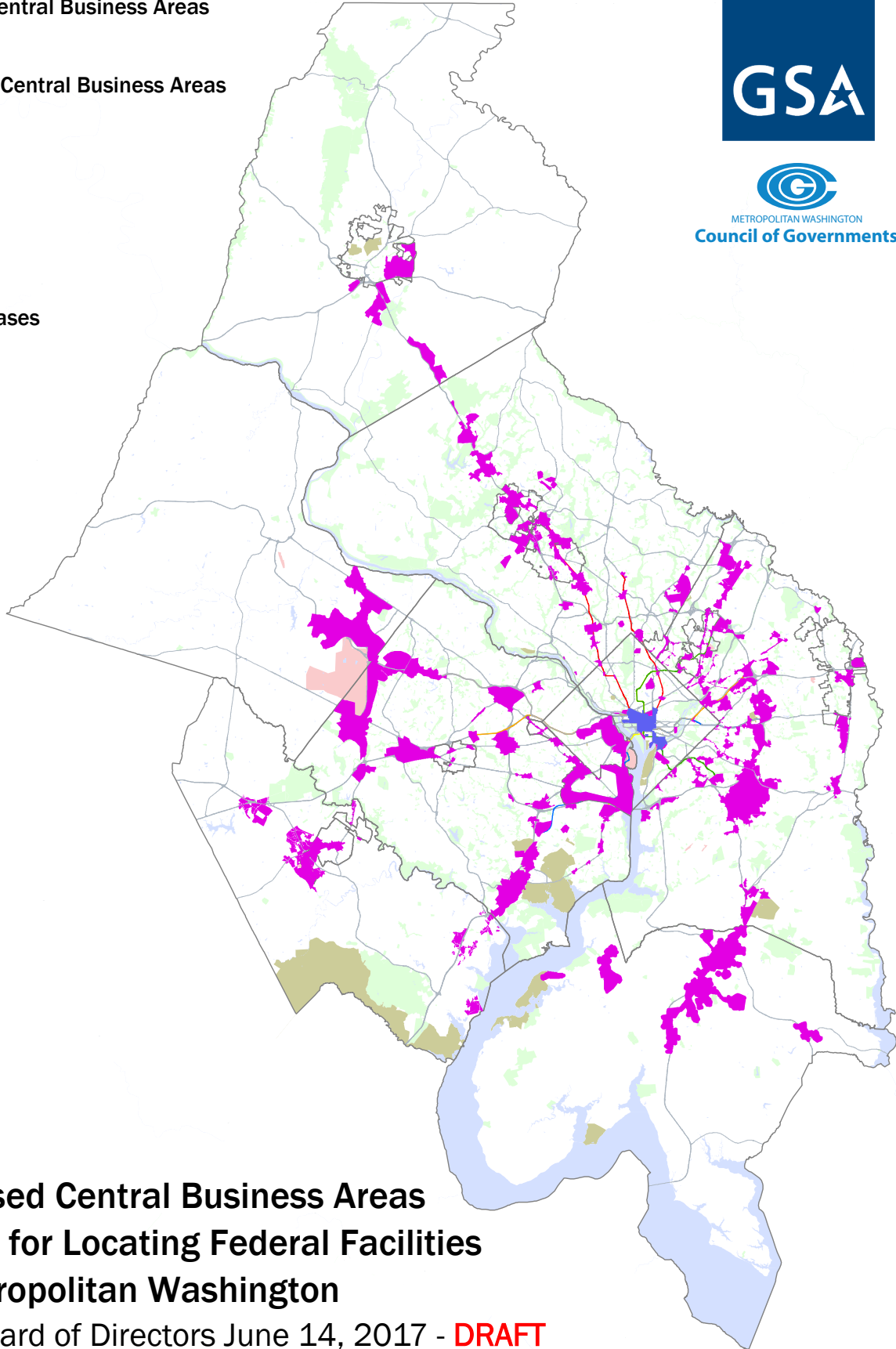
Parks



Airports



Military Bases



Proposed Central Business Areas (CBAs) for Locating Federal Facilities in Metropolitan Washington

COG Board of Directors June 14, 2017 - **DRAFT**

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

**RESOLUTION ENDORSING THE PROPOSED CENTRAL BUSINESS AREAS (CBAs)
FOR LOCATING FEDERAL FACILITIES IN METROPOLITAN WASHINGTON**

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

WHEREAS, for several years COG has worked closely with the U.S. General Services Administration (GSA) to strengthen the relationship between the federal government and the local governments of metropolitan Washington; and

WHEREAS, in 2015 GSA adopted ADM 1097.1, "Incorporating Principles of Sustainability, Economic Development, and Efficiency into GSA Business Practices and Location Decision-making," including working with local governments across the country to identify "Central Business Areas" or "CBAs" as priority places for locating federal facilities; and

WHEREAS, to complete designation of locally-proposed CBAs, in September 2016, the COG Board approved Resolution R54-2016 calling for continued collaboration with the GSA and encouraging the COG Planning Directors Technical Advisory Committee to support individual jurisdictions in their efforts to independently establish CBAs for their cities and counties; and

WHEREAS, at their May 19 meeting, the Planning Directors Technical Advisory Committee approved the map which depicts the proposed CBAs and recommended that it be forwarded to the COG Board.

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

The board endorses the map which depicts the first draft of locally-defined Central Business Areas (CBAs) and supports the continued collaboration among the COG member governments as CBAs are finalized as a tool to assist GSA with locating future federal facilities in metropolitan Washington.

The board requests that GSA staff begin to schedule one-on-one conversations with COG member governments based on the initial work on draft CBAs to assist in formalizing the processes by which each jurisdiction will finalize proposed local CBA boundary maps for use by GSA, and to aid in establishing procedures with respect to how CBA boundary maps may be amended in the future.

The board commends the Planning Directors Technical Advisory Committee and the General Services Administration for their work to date. The board recommends that the Planning Directors Technical Advisory Committee continue to work with COG member governments to monitor changes to local land use plans to enable local jurisdictions to efficiently and cooperatively determine the need for updates to local CBAs.

AGENDA ITEM #13

OTHER BUSINESS

AGENDA ITEM #14

ADJOURN