



## BOARD OF DIRECTORS

Wednesday, June 14, 2023  
12:00 P.M. - 2:00 P.M.  
Walter A. Scheiber Board Room

Virtual participation available for members upon request  
Public livestream on website

### AGENDA

- 12:00 P.M.**    **1. CALL TO ORDER**  
*Kate Stewart, COG Board Chair*
- 12:05 P.M.**    **2. CHAIR'S REPORT**  
*Kate Stewart, COG Board Chair*  
A. Meeting Feedback Survey
- 12:10 P.M.**    **3. EXECUTIVE DIRECTOR'S REPORT**  
*Clark Mercer, COG Executive Director*
- 12:15 P.M.**    **4. AMENDMENTS TO THE AGENDA**  
*Kate Stewart, COG Board Chair*
- 5. APPROVAL OF THE MINUTES FROM MAY 10, 2023**  
*Kate Stewart, COG Board Chair*  
**Recommended Action: Approve minutes.**
- 6. ADOPTION OF CONSENT AGENDA ITEMS**  
*Kate Stewart, COG Board Chair*
- A. Resolution R19-2023 – Resolution adopting the Round 10.0 Cooperative Forecasts of population, households and employment
- B. Resolution R20-2023 – Resolution supporting regional public safety radio communication encryption
- C. Resolution R21-2023 - Resolution authorizing cog to procure and enter into a contract to manage a regional blue-green infrastructure community engagement and planning effort
- Recommended Action: Adopt Resolutions R19-2023 – R21-2023.**

- 12:20 P.M. 7. U.S. FEDERAL RAILROAD ADMINISTRATION UPDATE**  
*Jennifer Mitchell, U.S. Federal Railroad Administration Deputy Administrator*
- The board will be briefed by the Federal Railroad Administration on the regional rail systems including Amtrak, MARC and VRE, plans for expansion, and increased regional connectivity.
- Recommended Action: Receive briefing and discuss.**
- 12:40 P.M. 8. OPTIMIZING FEDERAL FUNDING OPPORTUNITIES AVAILABLE TO LOCAL GOVERNMENTS IN THE TRANSPORTATION SECTOR**  
*Ann Shikany, U.S. Department of Transportation Deputy Assistant Secretary for Policy*
- The board will be briefed on federal funding opportunities available in the transportation sector in the Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act, and the Inflation Reduction Act and discuss how local governments can optimize available funding.
- Recommended Action: Receive briefing and discuss.**
- 1:00 P.M. 9. UPDATE ON UNION STATION REDEVELOPMENT PLANS**  
*Doug Carr, Union Station Redevelopment Corporation President & CEO*
- The board will be briefed on the redevelopment plans and projects currently underway within Union Station to improve the multimodal transportation center.
- Recommended Action: Receive briefing and discuss.**
- 1:20 P.M. 10. OTHER BUSINESS**
- 1:25 P.M. 11. ADJOURN**
- Following adjournment of the board meeting, COG Board Members will participate in a tour of Union Station to learn more about the transportation hub and COG's work to repower locomotives.
- 1:30 P.M. 12. OFF-SITE TOUR OF UNION STATION**  
*Doug Carr, Union Station Redevelopment Corporation President & CEO*  
*Jeff King, COG Director of Climate, Energy & Air Programs*
- The board will be escorted to Union Station to receive a guided tour of the transportation hub. Members will also be briefed on COG's work to upgrade switcher locomotive engines to reduce fossil fuel consumption, greenhouse gas emissions and pollution through green modernized rail equipment.

The COG Leadership Retreat will take place on July 14 – 15 in Cambridge, Maryland. There is no COG Board Meeting in August. The next COG Board Meeting will take place virtually on Wednesday, September 13 from 12:00 – 2:00 P.M.

**AGENDA ITEM #2**

**CHAIR'S REPORT**

# **AGENDA ITEM #3**

## **EXECUTIVE DIRECTOR'S REPORT**

## MEMORANDUM

**TO:** COG Board of Directors  
**FROM:** Clark Mercer, COG Executive Director  
**SUBJECT:** Executive Director's Report – June 2023  
**DATE:** June 7, 2023

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## POLICY BOARD & COMMITTEE UPDATES

**National Capital Region Transportation Planning Board (TPB)** – At its May 17 board meeting, the TPB adopted the 2023 Update to the Coordinated Human Service Transportation Plan. In addition, the TPB approved eight projects for assistance through the Regional Roadway Safety Program. The board received updates on the congestion management process and highlights from a recent bottleneck analysis and an update on the TPB's transportation resiliency planning efforts.

**Metropolitan Washington Air Quality Committee (MWAQC)** – At MWAQC's May 24 meeting, committee members were briefed on the 2023 ozone season, which began in April. Members approved the updated 2008 ozone standard maintenance plan for public comment and adopted MWAQC's FY24 Work Program and Budget.

**Chesapeake Bay and Water Resources Policy Committee (CBPC)** – Environmental education was a theme of the May 19 CBPC meeting in preparation for Chesapeake Bay Awareness Week (June 3-11). CBPC members were briefed on the Chesapeake Bay Agreement's 31 goals and a summary of successes and challenges in reaching the Bay's upcoming 2025 pollution reduction goal. Members were presented with exemplary environmental literacy programs in area schools and discussed how art is being used as a tool for teaching local residents about stormwater, with storm drain painting contests and paint the snowplow events.

**Climate, Energy, and Environment Policy Committee (CEEPC)** – At the May 24 CEEPC meeting, committee members received a briefing from staff on the FY24 Work Program and Budget for the



### Loudoun County Farm Tour

On May 12, COG's FARM Policy Committee partnered with Loudoun County to host regional elected officials and other food and farm leaders for a day-long tour highlighting Loudoun's agricultural community. The tour visited four agricultural operations in Loudoun County and participants had the opportunity to meet with several business owners.

[Learn more about COG's regional agriculture initiative.](#)

Regional Environment Fund. The committee was briefed on, and subsequently approved, two joint comment letters regarding the EPA's proposed strengthening of greenhouse gas emissions standards for light, medium, and heavy-duty vehicles for 2027-2032. Staff also briefed the committee on federal climate grant and funding opportunities.

**Food and Agriculture Regional Member Policy Committee (FARM)** – In addition to the tour of Loudoun County, FARM also co-sponsored a webinar with the Maryland Food System Resiliency Council to learn about Baltimore County Public Schools' plan to offer free meals to all students beginning in the fall.

**Human Services Policy Committee (HSPC)** – At the May 12 HSPC meeting, committee members were briefed on the results from the 2023 Regional Point-in-Time Count of persons experiencing homelessness. The committee also received a briefing on the Homeland Security Executive Committee's priorities for 2023 and were presented with preliminary findings on the ongoing challenges in engaging with communities on mental health, particularly underserved communities, from a team from COG's Institute for Regional Excellence leadership program.

## OUTREACH & PROGRAM HIGHLIGHTS

**Equity Emphasis Areas** – At the EPA Mid-Atlantic Region's Virtual Summit on May 17, COG Deputy Executive Director Kanti Srikanth and Planning Data and Research Program Director Tim Canan gave a presentation on COG's Equity Emphasis Areas planning tool, and how it is being used across disciplines by area governments and partner organizations to elevate equity and inform future growth and investment decisions.

**Fair Housing** – On May 5, COG Housing Program Manager Hilary Chapman participated as a panelist on "Righting the Wrongs of the Past" at the Affordable Housing Conference of Montgomery County's annual Housing Summit.

**Federal Workplace** – On May 5, COG hosted a roundtable discussion on the future of the federal workplace in partnership with the National Capital Planning Commission. Additional participants included officials from the General Services Administration and local planning departments.

**Public Safety** – On May 6, COG's Corrections Chiefs Committee sponsored the 31<sup>st</sup> annual Corrections Wreath Laying Ceremony & Honor



### Regional Leadership Training

On May 12, 36 public safety and homeland security professionals from 22 local, state, and federal agencies in the National Capital Region (NCR) completed the first session of COG's Regional Leadership Training. Using the West Point Public Safety Leadership Model, this three-part seminar applies leadership principles and NCR-specific topics to enhance motivation, satisfaction, and performance while developing leadership capabilities across multiple disciplines.

[Applications for the second session in Fall 2023 are due by August 11.](#)

Guard Competition. The ceremony, which included remarks by COG Board Chair Kate Stewart, highlighted the critically important role of corrections and honors corrections officers across the nation who have died in the line of duty.

**Climate Awards** – COG is now accepting nominations for the 2023 Climate and Energy Leadership Awards. Winners serve as a role model for the region, and are recognized in front of local, regional, and national officials for their innovative climate stewardship projects and programs that engage and serve the region’s underserved communities.

[Applications are due by June 30.](#)

**Institute for Regional Excellence** – COG is accepting applications for the 20th cohort of the Institute for Regional Excellence (IRE) Regional Executive Development Program, which will begin this fall. The 12 month program focuses on leading and managing in metropolitan Washington. IRE is ideal for mid- to senior-level managers from COG member jurisdictions and partner organizations. Upon completion, graduates earn a Certified Public Manager's designation and new connections with professionals from across our region.

[Applications are due by July 1.](#)

**Transit Within Reach** – The TPB Transit Within Reach Program provides technical assistance for design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. Any jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply.

[Applications are due by August 4.](#)

## **MEDIA HIGHLIGHTS**

**Homelessness in Metropolitan Washington** – COG’s annual report on homelessness, presented at the May COG Board meeting, drew coverage from more than a dozen local news outlets, including an A1 story in The Washington Post.

[DCist – quotes COG Housing Program Manager Hilary Chapman](#)

[WTOP – quotes D.C. Community Partnership for the Prevention of Homelessness Deputy Chief and COG Homeless Services Committee Chair Elisabeth Young.](#)



### **Housing Affordability Planning Program (HAPP)**

The HAPP grant program is now accepting applications for its second funding cycle. HAPP will award small, flexible grants of up to \$75,000 to area governments and non-profit developers (with support from a local jurisdiction) engaged in planning, approving, or developing housing near transit stations.

[Applications are due by July 21.](#)

WUSA9 – quotes Fairfax County Office to Prevent and End Homelessness Deputy Director and COG Homeless Services Committee Member Tom Barnett.

ABC7 – quotes Ilana Branda, the Deputy Chief of the Department of Health and Human Services to End and Prevent homelessness in Montgomery County.

**Roadway Safety** – Local outlets covered projects selected for assistance through the TPB Regional Roadway Safety Program.

Frederick News-Post – discusses project in City of Frederick

My MC Media – discusses three projects in Montgomery County, City of Gaithersburg, and City of Rockville



## Homelessness surges in D.C. suburbs, amid national crisis, study finds

The population of homeless in suburban counties surrounding D.C. increased 26 percent over last year, the Metropolitan Washington Council of Governments said Wednesday.

By Kyle Swenson

Updated May 10, 2023 at 6:43 p.m. EDT

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Homelessness surged across the Washington region by 18 percent in the past year, with the greatest increases in the suburbs, according to data released Wednesday by the Metropolitan Washington Council of Governments.

The D.C. region joins a growing list of cities that are seeing similar spikes, which coincided with the end of pandemic relief programs and stubbornly high inflation. In recent weeks and months, Phoenix; Louisville; Tulsa; Spokane, Wash.; and Santa Monica, Calif., reported big increases in their homeless populations. Many jurisdictions such as New York City and Los Angeles have mounted aggressive plans for housing the homeless, but a shortage of affordable housing, mental health and substance abuse treatment options have frustrated many of those efforts, experts say.

“We are seeing these increases all over the country,” said Donald Whitehead, executive director of the National Coalition for the Homeless. “What we are also seeing is a real criminalization and villainizing of the homeless, which is something I haven’t seen in my 30 years in this field.”

The 2023 Washington-area homeless census, part of the annual point-in-time (PIT) count conducted nationwide on one night in January, found 8,944 individuals were experiencing sheltered or unsheltered homelessness in the nine jurisdictions included in the analysis — the District; the Maryland counties of Montgomery, Prince George’s and Frederick; and the Virginia counties of Arlington, Fairfax, Loudoun and Prince William, as well as the city of Alexandria.

The homeless population increased in all nine, but the change was more pronounced in the suburban counties, which collectively saw a 26 percent rise in homelessness over the previous year. Last week, the District announced a 12 percent uptick in homelessness during the same period.

“This is not a Washington, D.C., problem or a New York City problem. This is a United States problem, and it’s in every community around the country,” said Christy Respress, CEO and

president of Pathways to Housing DC, a service provider for the homeless. “It’s impossible to find affordable housing, not just in cities but in the suburbs of the D.C. region, without some type of housing assistance.”

Tent encampments have become the most visible symbols of the homelessness crisis in many urban centers. In the suburbs, the signs and impacts of homelessness can often be more subtle.

On Tuesday evening, John Mendez, the executive director of Bethesda Cares, a service provider for the homeless in Montgomery County, stood on a curb in downtown Bethesda eyeing a Metrobus coming to a stop. He looked for people hauling numerous bags, for passengers sleeping on the bus, or faces he had seen before in public libraries or McDonald’s parking lots.

Mendez pointed to a neatly stacked handful of shopping bags and flattened boxes at a bus station in downtown Bethesda. “Anytime you see cardboard you know somebody is going to be sleeping there tonight,” he said. “They’re just not here now.”

The 2023 increase occurred after the region in 2022 recorded the lowest homelessness numbers in the 23-year history of analysis by the Metropolitan Washington Council of Governments (COG). It also coincides with a recent influx of federal money that will help service providers in several counties fund housing-first initiatives, which aim to get people off the street without requiring they first participate in services.

“Providers have to stay on the ball with the housing-first approach,” said Mendez, whose organization Bethesda Cares was among several that together received a \$4.8 million federal grant to provide housing for up to 120 people.

The annual PIT count is required by the Department of Housing and Urban Development to help local and federal policymakers understand the scale of the country’s homeless population.

The accuracy of the method has long been debated, particularly during the coronavirus pandemic, when lockdowns and contagion made the physical street counts harder to complete. The 2023 PIT count results come as the end of the public health emergency approaches, and with it the end of many of the social programs that aided families at the time.

“There are still impacts being felt by the pandemic and the end of the eviction moratoriums and the exhaustion of federal housing funds,” said Hilary Chapman, housing program manager with the COG. “We know in some places, like Alexandria, the eviction levels are higher than in pre-pandemic times, and without those resources and protections those people are entering homelessness.”

Montgomery County reported 894 people experiencing sheltered or unsheltered homelessness in 2023, up from 581 the previous year. Prince George’s (571 to 659) and Frederick (210 to 248) counties also saw more homeless this year compared with last year.

Fairfax County's homeless population rose from 1,191 in 2022 to 1,310 in 2023. In Loudoun County, the homeless population went from 99 last year to 220 this year. The increases in Arlington and Prince William counties were from 182 to 213, and 241 to 326, respectively.

The regional report points out that over a five-year window, homelessness across the metropolitan area is down 9 percent. But inside those big-picture numbers, the surge in suburban homelessness is still clear.

Homelessness increased in Montgomery and Prince George's counties by 38 percent and 47 percent, respectively, and in Fairfax and Loudoun counties by 27 percent and 30 percent, respectively. In both the District and Alexandria, it decreased by more than 20 percent.

The number of homeless families also increased for the first time in five years, according to the COG, rising from 761 in 2022 to 951 in 2023. That includes 1,841 children. The 2023 survey also tracked a rise in younger people — adults aged 18 to 24 years old — and seniors experiencing homelessness.

“We know the numbers of homeless baby boomers are going to continue to grow and people are going to be aging into homelessness for the first time due to a lack of affordable housing options,” Chapman said. “It’s very sad, but we’ve heard anecdotes from Loudoun County where adult children just can’t afford care for elderly parents, so they are just dropping them off at the shelter.”

Those statistics, taken together with the larger regional snapshot contained in the data, must be seen as a “real warning sign for the community and for our politicians,” Respress said. “We cannot ignore these numbers.”

Respress added that the regional rise should be seen also as evidence of what isn’t working in current policy — specifically, encampment clearings like the program the District has executed over the past two years.

“As a region, we need to know now that just closing encampments does not work,” Respress said. “That just ends up shuffling them between jurisdictions.”

Respress said instead local governments need to increase the number of housing vouchers they offer. The District has funded thousands of vouchers to help subsidize rent for the city’s neediest — but more are needed, she said. “If we don’t invest now, these numbers will just go up.”

**AGENDA ITEM #4**

**AMENDMENTS TO THE  
AGENDA**

## **AGENDA ITEM #5**

### **APPROVAL OF THE MINUTES**

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

**MINUTES  
COG Board of Directors Meeting  
May 10, 2023**

**BOARD MEMBERS AND ALTERNATES:** See attached chart for attendance.

**SPEAKERS:**

Michael O'Connor, COG Secretary-Treasurer

Julie Mussog, COG Chief Financial Officer

Chris Castro, U.S. Department of Energy Office of State & Community Energy Programs Chief of Staff

Paul DesJardin, COG Director of Community Planning & Services

Greg Goodwin, COG Senior Regional Planner

Elisabeth Young, District of Columbia Community Partnership for the Prevention of Homelessness

Deputy Chief of Policy and Programs

Renee Ensor Pope, Prince George's County Deputy Director for Community Programs & Innovation

Triina Van, Arlington County Homeless Services Coordinator

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

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

**2. CHAIR'S REPORT**

A. Registration open for the COG Leadership Retreat – July 14-15 in Cambridge, Maryland

B. Loudoun County FARM Tour – May 12

**3. EXECUTIVE DIRECTOR'S REPORT**

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

- COG 31<sup>st</sup> Corrections Wreath Laying Ceremony
- COG Street Smart Safety Campaign Kick-Off
- Federal infrastructure funding series: Energy, Transportation
- COG Leadership Retreat will focus on Metro and Economic/Workforce Development
- Bike to Work Day

**4. AMENDMENTS TO AGENDA**

There were no amendments to the agenda.

**5. APPROVAL OF MINUTES**

The minutes from the April 12, 2023 board meeting were approved.

**6. ADOPTION OF CONSENT AGENDA ITEMS**

A. Resolution R17-2023 - Resolution authorizing COG to procure and enter into a contract to continue a regional communications resiliency study

**Action: The board adopted Resolution R17-2023.**

## **7. 2023 FOSTER PARENT APPRECIATION**

The board recognized the 2023 foster parents of the year and viewed a video highlighting each family's fostering journey.

**ACTION: Received briefing.**

## **8. FISCAL YEAR 2023 THIRD QUARTER FINANCIAL REPORT**

The board will be briefed on the FY 2023 third quarter (July 2022 - March 2023) financial statements.

**ACTION: Received briefing.**

## **9. OPTIMIZING FEDERAL FUNDING OPPORTUNITIES AVAILABLE TO LOCAL GOVERNMENTS IN THE ENERGY SECTOR**

The board was briefed by Mr. Chris Castro, U.S. Department of Energy Office of State and Community Energy Programs Chief of Staff on federal funding opportunities available in the energy sector in the Bipartisan Infrastructure Law and the Inflation Reduction Act and discussed how local governments can optimize available funding.

**ACTION: Received briefing and discussed.**

## **10. FISCAL YEAR 2024 WORK PROGRAM AND BUDGET**

The board was briefed by Mr. Mercer, Ms. Mussog, and Mr. Srikanth on the proposed FY 2024 Work Program and Budget as reviewed and recommended for approval by the COG Budget and Finance Committee.

**ACTION: Received briefing and adopted Resolution R18-2023.**

## **11. COG JURISDICTIONAL ROUND 10.0 COOPERATIVE FORECASTS ON EMPLOYMENT, POPULATION & HOUSEHOLDS**

Mr. DesJardin and Mr. Goodwin briefed the board on the local Round 10.0 Cooperative Forecasts on long-term growth in employment, population, and household forecasts at the jurisdictional level.

**ACTION: Received briefing and discussed.**

## **12. HOMELESSNESS IN METROPOLITAN WASHINGTON: RESULTS AND ANALYSIS FROM THE ANNUAL POINT-IN-TIME COUNT OF PERSONS EXPERIENCING HOMELESSNESS**

Ms. Elisabeth Young, District of Columbia Community Partnership for the Prevention of Homelessness Deputy Chief of Policy and Programs briefed the board on the results of the Point in Time count, an annual enumeration of persons experiencing homelessness in the metropolitan Washington region. Ms. Pope from Prince George's County and Ms. Van from Arlington County shared local perspectives on the 2023 results.

**ACTION: Received briefing and discussed.**

## **13. OTHER BUSINESS**

There was no other business.

## **14. ADJOURN**

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

# **AGENDA ITEM #6**

## **ADOPTION OF CONSENT AGENDA ITEMS**



## ADOPTION OF CONSENT AGENDA ITEMS

June 2023

### A. RESOLUTION ADOPTING THE ROUND 10.0 COOPERATIVE FORECASTS OF POPULATION HOUSEHOLDS AND EMPLOYMENT

The board will be asked to adopt Resolution R19-2023 authorizing approval of the Round 10.0 Cooperative Forecasts of population, households and employment to the year 2050 (attached). Projections are driven by national and local trends in employment, population, and housing and, for the first time, reflect assumptions concerning potential long-term effects of the COVID-19 pandemic on future growth. As the official growth projections for all jurisdictions, the Cooperative Forecasts are used to determine the demand for transportation, housing, schools, public safety facilities, parks, and other services. The Board commends the Planning Directors Technical Advisory Committee and Cooperative Forecasting Subcommittee for their work and directs staff to continue monitoring economic conditions.

### B. RESOLUTION SUPPORTING REGIONAL PUBLIC SAFETY RADIO COMMUNICATION ENCRYPTION

The board will be asked to adopt Resolution R20-2023 encouraging all public safety agencies in the National Capital Region (NCR) to install encryption-capable communication equipment by the year 2028. To maintain the integrity of interoperable and seamless communications between first responders and to continue strengthening regional multi-jurisdictional/multi-disciplinary response capabilities, signatories to the Inter-Jurisdictional Mutual Aid Communications Memorandum of Understanding (MOU) adopted an Encryption Addendum and developed the Radio Encryption Plan. The Radio Encryption Plan provides technical and operational guidelines to maintain interoperable communications for jurisdictions who wish to encrypt public safety communications. Encryption hardens communications infrastructure from adversaries to ensure the security of public safety communications during response.

### C. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO MANAGE A REGIONAL BLUE-GREEN INFRASTRUCTURE COMMUNITY ENGAGEMENT AND PLANNING EFFORT

The board will be asked to adopt Resolution R21-2023 authorizing the Executive Director, or his designee, to procure a contractor(s) and enter into a contract in an amount not to exceed \$1,430,113 to develop and deploy a model community engagement and blue-green infrastructure (BGI) planning framework that can be replicated and scaled across the metropolitan Washington region. As the Secretariat for the Urban Area Security Initiative for the National Capital Region, COG has been requested to do this by the District of Columbia Homeland Security and Emergency Management Agency. Funding for this effort will be provided through a subgrant from the Regional Catastrophic Preparedness Grant Program (RCPGP) from the State Administrative Agent (SAA) for the National Capital Region. No COG matching funds are required.

**RECOMMENDED ACTION: Adopt Resolutions R19-2023 – R21-2023.**

**Summary of Employment Forecasts**  
**Final Round 10.0 Cooperative Forecasts**  
**(Thousands)**

**FINAL**  
**COG Board of**  
**Directors**  
**June 14, 2023**

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	785.9	846.1	886.3	923.5	954.4	989.0	1,021.6	235.7	30.0%
Arlington County	221.6	223.2	236.7	259.2	266.4	275.3	283.7	62.1	28.0%
City of Alexandria	101.8	101.0	99.3	106.6	112.8	116.8	123.2	21.4	21.1%
<b>Central Jurisdictions</b>	<b>1,109.3</b>	<b>1,170.2</b>	<b>1,222.2</b>	<b>1,289.3</b>	<b>1,333.5</b>	<b>1,381.2</b>	<b>1,428.5</b>	<b>319.2</b>	<b>28.8%</b>
Montgomery County	493.6	522.9	545.6	568.3	591.0	613.8	636.5	142.9	29.0%
City of Rockville (1)	76.4	78.7	81.1	83.8	87.8	91.1	94.5	18.0	23.6%
City of Gaithersburg (1)	43.0	48.0	52.0	54.5	56.5	58.0	59.0	16.0	37.2%
Prince George's County	343.5	356.7	366.8	381.9	396.7	416.0	435.0	91.5	26.6%
Fairfax County (2)	658.8	690.5	750.8	788.8	812.5	832.0	842.0	183.2	27.8%
City of Fairfax	20.5	22.0	22.3	22.6	22.9	23.2	23.5	3.0	14.6%
City of Falls Church	12.4	13.1	15.4	16.5	17.4	18.3	19.4	7.1	57.0%
<b>Inner Suburbs</b>	<b>1,528.7</b>	<b>1,605.2</b>	<b>1,700.9</b>	<b>1,778.1</b>	<b>1,840.6</b>	<b>1,903.2</b>	<b>1,956.4</b>	<b>427.7</b>	<b>28.0%</b>
Loudoun County	187.7	210.3	227.0	240.8	251.5	258.7	265.8	78.2	41.7%
Prince William County	161.8	178.6	194.4	209.7	223.4	235.6	246.4	84.7	52.3%
City of Manassas	25.3	26.1	26.9	27.7	28.3	28.8	29.3	3.9	15.5%
City of Manassas Park	4.3	4.7	5.0	5.1	5.2	5.3	5.4	1.1	25.5%
Charles County	43.9	46.1	49.8	54.0	57.4	60.0	62.2	18.3	41.8%
Frederick County	108.3	115.6	123.8	132.5	141.8	151.8	162.5	54.2	50.1%
City of Frederick (3)	57.4	60.1	64.4	67.6	69.5	74.4	79.6	22.2	38.7%
<b>Outer Suburbs</b>	<b>531.3</b>	<b>581.4</b>	<b>626.8</b>	<b>669.9</b>	<b>707.7</b>	<b>740.2</b>	<b>771.7</b>	<b>240.5</b>	<b>45.3%</b>
<b>Virginia Jurisdictions</b>	<b>1,394.2</b>	<b>1,469.5</b>	<b>1,577.7</b>	<b>1,677.0</b>	<b>1,740.4</b>	<b>1,794.0</b>	<b>1,838.9</b>	<b>444.7</b>	<b>31.9%</b>
<b>Maryland Jurisdictions</b>	<b>989.2</b>	<b>1,041.3</b>	<b>1,086.0</b>	<b>1,136.8</b>	<b>1,187.0</b>	<b>1,241.6</b>	<b>1,296.2</b>	<b>307.0</b>	<b>31.0%</b>
<b>COG Region</b>	<b>3,169.2</b>	<b>3,356.9</b>	<b>3,549.9</b>	<b>3,737.3</b>	<b>3,881.7</b>	<b>4,024.6</b>	<b>4,156.6</b>	<b>987.4</b>	<b>31.2%</b>

(1) Included in Montgomery County total.

(2) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Judicial Center.

(3) Included in Frederick County total.

**Summary of Population Forecasts**  
**Final Round 10.0 Cooperative Forecasts**  
**(Thousands)**

**FINAL**  
**COG Board of**  
**Directors**  
**June 14, 2023**

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	689.5	697.7	728.6	757.2	787.1	816.4	844.4	154.9	22.5%
Arlington County	238.6	245.8	260.2	272.9	285.2	298.0	311.2	72.6	30.4%
City of Alexandria	159.5	180.5	202.0	222.2	239.8	252.9	261.9	102.4	64.2%
<b>Central Jurisdictions</b>	<b>1,087.7</b>	<b>1,124.0</b>	<b>1,190.8</b>	<b>1,252.3</b>	<b>1,312.2</b>	<b>1,367.3</b>	<b>1,417.5</b>	<b>329.8</b>	<b>30.3%</b>
Montgomery County	1,061.2	1,083.0	1,118.0	1,153.9	1,189.6	1,222.2	1,250.7	189.4	17.8%
City of Rockville (1)	67.8	70.9	74.6	78.7	82.9	87.5	92.7	24.9	36.8%
City of Gaithersburg (1)	69.7	72.5	75.7	78.5	81.2	83.7	85.8	16.1	23.2%
Prince George's County	967.2	997.8	1,033.0	1,081.7	1,122.7	1,159.6	1,193.8	226.5	23.4%
Fairfax County	1,171.9	1,202.4	1,247.5	1,283.7	1,319.0	1,353.6	1,384.0	212.1	18.1%
City of Fairfax	24.1	27.8	32.7	34.4	36.1	37.8	39.6	15.4	63.8%
City of Falls Church	14.7	15.5	18.0	19.6	20.7	21.8	23.3	8.6	58.8%
<b>Inner Suburbs</b>	<b>3,239.1</b>	<b>3,326.5</b>	<b>3,449.1</b>	<b>3,573.3</b>	<b>3,688.1</b>	<b>3,795.0</b>	<b>3,891.2</b>	<b>652.1</b>	<b>20.1%</b>
Loudoun County	421.0	456.2	493.9	515.5	529.6	539.2	548.5	127.6	30.3%
Prince William County	483.8	515.2	536.6	553.0	565.0	573.7	579.6	95.7	19.8%
City of Manassas	42.8	43.7	46.3	47.6	48.5	49.5	50.4	7.7	17.9%
City of Manassas Park	17.2	19.0	20.4	20.9	21.4	21.9	22.4	5.2	30.3%
Charles County	168.0	176.3	193.6	203.8	216.5	230.4	242.7	74.6	44.4%
Frederick County	271.7	293.2	316.3	341.3	368.3	397.4	428.8	157.1	57.8%
City of Frederick (2)	78.2	83.8	89.5	95.1	100.8	106.4	112.0	33.9	43.3%
<b>Outer Suburbs</b>	<b>1,404.5</b>	<b>1,503.7</b>	<b>1,607.3</b>	<b>1,682.2</b>	<b>1,749.5</b>	<b>1,812.2</b>	<b>1,872.4</b>	<b>467.9</b>	<b>33.3%</b>
<b>Virginia Jurisdictions</b>	<b>2,573.5</b>	<b>2,706.2</b>	<b>2,857.6</b>	<b>2,969.8</b>	<b>3,065.4</b>	<b>3,148.4</b>	<b>3,220.8</b>	<b>647.3</b>	<b>25.2%</b>
<b>Maryland Jurisdictions</b>	<b>2,468.2</b>	<b>2,550.3</b>	<b>2,661.0</b>	<b>2,780.8</b>	<b>2,897.2</b>	<b>3,009.6</b>	<b>3,115.9</b>	<b>647.7</b>	<b>26.2%</b>
<b>COG Region</b>	<b>5,731.3</b>	<b>5,954.2</b>	<b>6,247.2</b>	<b>6,507.8</b>	<b>6,749.7</b>	<b>6,974.5</b>	<b>7,181.1</b>	<b>1,449.8</b>	<b>25.3%</b>

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

**Summary of Household Forecasts**  
**Final Round 10.0 Cooperative Forecasts**  
**(Thousands)**

**FINAL**  
**COG Board of**  
**Directors**  
**June 14, 2023**

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth	
								Number	% Change
District of Columbia	312.4	344.2	366.8	386.6	407.6	426.0	441.4	129.0	41.3%
Arlington County	109.9	118.2	126.2	133.3	140.0	146.9	153.6	43.7	39.8%
City of Alexandria	75.6	85.7	96.4	106.7	115.4	122.0	126.0	50.5	66.8%
<b>Central Jurisdictions</b>	<b>497.9</b>	<b>548.1</b>	<b>589.4</b>	<b>626.6</b>	<b>663.1</b>	<b>695.0</b>	<b>721.1</b>	<b>223.2</b>	<b>44.8%</b>
Montgomery County	386.6	398.4	416.5	434.1	450.0	463.2	474.3	87.7	22.7%
City of Rockville (1)	28.2	29.9	31.7	33.7	35.8	38.1	40.6	12.4	43.8%
City of Gaithersburg (1)	25.9	27.2	28.9	30.3	31.7	33.0	34.2	8.3	32.0%
Prince George's County	342.2	353.7	367.4	385.9	400.5	413.7	425.9	83.7	24.5%
Fairfax County	417.5	431.5	451.2	467.1	482.4	497.5	510.8	93.3	22.4%
City of Fairfax	9.3	10.6	13.0	13.8	14.6	15.4	16.3	6.9	74.3%
City of Falls Church	5.8	7.3	8.7	9.6	10.3	11.1	12.1	6.3	108.5%
<b>Inner Suburb:</b>	<b>1,161.5</b>	<b>1,201.6</b>	<b>1,256.9</b>	<b>1,310.5</b>	<b>1,358.0</b>	<b>1,400.9</b>	<b>1,439.4</b>	<b>277.9</b>	<b>23.9%</b>
Loudoun County	137.4	148.9	161.7	169.5	174.7	178.2	181.7	44.3	32.2%
Prince William County	153.9	165.0	173.4	180.0	185.1	189.0	191.9	38.0	24.7%
City of Manassas	14.0	14.3	15.1	15.5	15.8	16.1	16.4	2.4	17.5%
City of Manassas Park	5.4	6.2	6.9	7.1	7.4	7.7	8.0	2.6	47.9%
Charles County	59.1	64.3	71.2	75.3	80.0	85.2	89.7	30.6	51.8%
Frederick County	98.4	106.2	114.5	123.5	133.2	144.3	155.7	57.3	58.3%
City of Frederick (2)	31.8	34.1	36.3	38.7	40.9	43.3	45.6	13.8	43.3%
<b>Outer Suburbs</b>	<b>468.1</b>	<b>504.9</b>	<b>542.7</b>	<b>571.0</b>	<b>596.2</b>	<b>620.4</b>	<b>643.3</b>	<b>175.2</b>	<b>37.4%</b>
<b>Virginia Jurisdictions</b>	<b>928.8</b>	<b>987.7</b>	<b>1,052.5</b>	<b>1,102.6</b>	<b>1,145.8</b>	<b>1,184.0</b>	<b>1,216.8</b>	<b>288.0</b>	<b>31.0%</b>
<b>Maryland Jurisdictions</b>	<b>886.3</b>	<b>922.6</b>	<b>969.7</b>	<b>1,018.8</b>	<b>1,063.7</b>	<b>1,106.3</b>	<b>1,145.6</b>	<b>259.3</b>	<b>29.3%</b>
<b>COG Region</b>	<b>2,127.5</b>	<b>2,254.5</b>	<b>2,389.0</b>	<b>2,508.1</b>	<b>2,617.2</b>	<b>2,716.3</b>	<b>2,803.8</b>	<b>676.3</b>	<b>31.8%</b>

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

# **AGENDA ITEM #7**

## **U.S. FEDERAL RAILROAD ADMINISTRATION UPDATE**

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Organization Chart

Leadership Profiles >

Administrator

Deputy Administrator

Executive Director

Associate Administrator for Railroad Safety & Chief Safety Officer

Associate Administrator for Research, Data, and Innovation

Chief Counsel

Deputy Chief Counsel

Associate Administrator for Railroad Development

Associate Administrator for Administration

Chief Financial Officer

## Jennifer Mitchell, Deputy Administrator

Jennifer Mitchell was appointed as Deputy Administrator of the Federal Railroad Administration in April 2022. In that role, she provides executive leadership and direction on agency operations and policy matters, including the agency's safety and rail development activities.

Ms. Mitchell has over 25 years of experience working in the transportation industry in both the public and private sectors. Prior to joining the FRA, she served for eight years as Director of the Virginia Department of Rail and Public Transportation (DPRT) where she led several strategic initiatives. These include landmark agreements between CSX, Norfolk Southern Railway and Amtrak to significantly expand passenger rail service in the State over the next ten years, as well as advancing construction of the new Long Bridge across the Potomac River. Jennifer also helped lead the creation of the Washington Metrorail Safety Commission in collaboration with Maryland and the District of Columbia. She played a key role in securing dedicated regional funding for the Washington Metropolitan Area Transit Authority, development of a new transit ridership incentive grant programs, and creation of the Commonwealth's SmartScale multimodal transportation funding program.

Ms. Mitchell has served on boards of the American Public Transportation Association, Women's Transportation Seminar, and the Eno Transportation Foundation. In 2018 she was named by Railway Age as a Woman of the Year, and in 2020 she was named by the Council of Minority Transportation Officials (COMTO) as a Woman that Moves the Nation. She holds a Bachelor of City Planning degree from the University of Virginia and a Masters in Regional Planning from the University of North Carolina at Chapel Hill.



Last updated: Monday, May 16, 2022

U.S. DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

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- Reporter
- Educator/Student

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## **AGENDA ITEM #8**

# **OPTIMIZING FEDERAL FUNDING OPPORTUNITIES AVAILABLE TO LOCAL GOVERNMENTS IN THE TRANSPORTATION SECTOR**

## Key Notices of Funding Opportunity

In order to provide stakeholders with more visibility into upcoming funding opportunities, DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate.

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
11/30/2022	<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</a>	Office of the Secretary	2/28/2023
1/27/2023	<a href="#">Buses and Bus Facilities</a>	Federal Transit Administration	4/13/2023
1/27/2023	<a href="#">Low or No Emission Vehicle</a>	Federal Transit Administration	4/13/2023
1/31/2023	<a href="#">Commercial Driver's License Program Implementation</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">Commercial Motor Vehicle Operator Safety Training</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">High Priority - Commercial Motor Vehicle</a>	Federal Motor Carrier Safety Administration	4/3/2023
1/31/2023	<a href="#">High Priority - Innovative Technology Deployment</a>	Federal Motor Carrier Safety Administration	4/3/2023
3/14/2023	<a href="#">Charging and Fueling Infrastructure</a>	Federal Highway Administration	6/13/2023
3/30/2023	<a href="#">Safe Streets and Roads for All Grant Program</a>	Office of the Secretary	7/10/2023
4/21/2023	<a href="#">Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary</a>	Federal Highway Administration	8/18/2023
5/18/2023	<a href="#">Ferry Programs: Ferry Service for Rural Communities Program; Passenger Ferry Boat Program</a>	Federal Transit Administration	7/17/2023
5/23/2023	<a href="#">Natural Gas Distribution Infrastructure Safety and Modernization Program</a>	Pipeline and Hazardous Materials Safety Administration	7/24/2023
June 2023	<a href="#">Transit-Oriented Development Pilot Program</a>	Federal Transit Administration	



Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
June 2023	<a href="#">High Priority - Enforcement Training Support</a>	Federal Motor Carrier Safety Administration	
June 2023	Multimodal Project Discretionary Grant Opportunity ( <a href="#">Mega</a> , <a href="#">INFRA</a> , and <a href="#">Rural</a> )	Office of the Secretary	
Summer 2023	Thriving Communities	Office of the Secretary	
Summer 2023	<a href="#">Reconnecting Communities Program and Neighborhood Access and Equity Grant Program</a>	Office of the Secretary/Federal Highway Administration	
Late Spring/Early Summer 2023	<a href="#">Fueling Aviation's Sustainable Transition through Sustainable Aviation Fuels (FAST-SAF) and Technology (FAST-Tech) Programs</a>	Federal Aviation Administration	
Summer 2023	<a href="#">Bridge Investment Program</a>	Federal Highway Administration	
Summer 2023	<a href="#">Railroad Crossing Elimination Program</a>	Federal Railroad Administration	
August 2023	<a href="#">Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</a>	Office of the Secretary	
Fall 2023	<a href="#">Consolidated Rail Infrastructure &amp; Safety Improvements Grant Program</a>	Federal Railroad Administration	

[See key NOFO publication and closing dates from 2022](#)

Last updated: Wednesday, May 31, 2023

**U.S. DEPARTMENT OF TRANSPORTATION**

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# **AGENDA ITEM #9**

## **UNION STATION REDEVELOPMENT PLANS**



# UNION STATION REDEVELOPMENT CORPORATION

## OUR TEAM



### DOUG CARR

#### PRESIDENT AND CEO

As USRC President and CEO, Doug manages Washington Union Station, one of the busiest transportation centers in the country, usually serving over 37 million visitors and passengers each year.

Prior to joining USRC, Doug was the Executive Director of Moynihan Station Development Corporation in New York City. He was responsible for the execution and delivery of the Moynihan Station Train Hall development program for which the \$1.6 billion second phase of the redevelopment of the landmarked James A. Farley Post Office Building was completed at the end of 2020 and opened on January 1, 2021. The project represents a dramatic expansion of New York's Penn Station, the busiest transit hub in the United States. The restoration of the historic landmark created a mixed-use facility with civic, cultural, commercial, and transportation uses, while substantially improving the regional rail transportation experience and infrastructure.

Previously, as Vice President for New York Corporate Solutions at Jones Lang LaSalle (JLL) in the Greater New York City Area, Doug was the project lead for the northeast region public institutions practice group, providing real estate development, asset management and financial advisory services to local, state, and federal government agencies; non-profit organizations; and educational institutions. His primary assignments were:

- Moynihan Station / Farley Building Development Plan (New York City)
- World Trade Center Redevelopment (NYC)
- Metropolitan Transportation Authority/Hudson Yards Development – Tax Program Implementation (NYC)

- California High Speed Rail Authority – Real Estate Planning
- Medellinnovation District Development (Medellin, Colombia)
- Military Housing Privatization Initiative Program (Chicago)

At JLL, as the Vice President for the World Trade Center (WTC) Redevelopment in New York City, Doug advised the Port Authority of New York and New Jersey on the WTC site's redevelopment, financing, operations, and site security planning across the 16-acre, mixed-use site, including One World Trade Center, WTC retail, transportation hub "Oculus", and central utilities and infrastructure programs.

Doug has a B.A. in Government from Dartmouth College and speaks Spanish.

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[washingtonpost.com](https://www.washingtonpost.com)

# Feds release updated \$8.8 billion redevelopment plan for Union Station

By Luz Lazo

Updated May 13, 2023 at 6:32 p.m. EDT | Published May 13, 2023 at 7:00 a.m. EDT

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The Federal Railroad Administration unveiled a revised concept late Friday for the redevelopment of Union Station, laying out a future transit hub with far less parking, pickup and drop-off traffic below ground, and more fully integrated access for pedestrians, bikes and buses.

The new plan comes two years after the federal agency paused its analysis of the project to amend key aspects that were [widely criticized as keeping the station too car-centric](#). The District had opposed a multilevel parking garage featured in a vision released three years ago, while officials and residents demanded better access for foot and bike traffic.

The proposed expansion of the 115-year-old train hub, estimated in the report to cost \$8.8 billion for construction alone, calls for a transformation of the nation's second-busiest intercity rail hub by 2040. It will add wide rail platforms, an integrated bus terminal, a new train hall and updated concourses lined with shops and restaurants that provide easy access to Metrorail, buses, taxis, ride-shares, streetcars and parking. The station's historic main hall will be preserved.

The roughly [300-page report](#) brings the required federal environmental studies closer to completion. After a comment period this summer, the FRA is expected to complete the review, which would move the project toward construction. The FRA said it will host two public hearings next month and will welcome public comment until July 6.

This would be Union Station's first major facelift in more than three decades, an investment that railroad and city officials say will help to move more passenger trains through the busy Northeast Corridor while modernizing a critical gateway to the nation's capital. Regional elected leaders recently called on the Biden administration to expedite the federal review and to help secure federal money for a project that still lacks financing.

"We cannot delay the project indefinitely and ensure the station continues to function," Del. Eleanor Holmes Norton (D-D.C.) said earlier this week as she and 14 other members of Congress [sent a letter to the administration](#) urging financial support.

Former D.C. mayor Anthony Williams, who has been pushing for the redevelopment of Union Station as executive director of the Federal City Council, said the new plan is a major milestone and takes the region a step closer to having "a truly worldclass vision for the next century of the Nation's Station."

“Union Station is still one of the city’s greatest assets,” he said, adding the expansion of it “is the greatest transportation and economic development opportunity in our region’s infrastructure pipeline.”

The station, which opened in 1907 in the heart of the nation’s capital, is owned by the federal government but is leased to and operated by other entities. Amtrak owns the station’s platforms and railroad tracks. The U.S. government in 1985 authorized the nonprofit Union Station Redevelopment Corp. (USRC) to oversee the property.

The proposed expansion ranks as a top contender in the Northeast Corridor for federal infrastructure money through the law President Biden signed in 2021. About \$66 billion is earmarked for rail over five years, while the project also could use millions of additional dollars available for transit and other infrastructure projects. Proponents say they expect construction will be done in phases and require multiple sources of funding.

The FRA said in a statement Friday evening that it is looking to the District, Maryland and Virginia to work together to help launch the project, adding that it “will require funding partners prepared to engage and invest to ensure the continued viability of this important historic multimodal transportation hub.”

Under the revised concept, Union Station would have parking for 400 to 550 cars in a new underground facility that also would serve as a location for passenger pickups and drop-offs. Zones for vehicle traffic also would remain in front of the station and at various entry points into the complex.

The plan also calls for up to 39 bus slips in a new facility that would connect directly to the train hall. An additional 15 spots for buses would be available during the peak travel season.

The new plan includes additional pedestrian and bicycle ramps on the west and east sides of the station and more bike parking and storage.

The parking option is a major downsizing from the earlier proposal that called for a six-story, 1,600-space garage, as well as from its existing capacity of nearly 2,200 parking spaces. The change would result in reduced parking revenue, which is a critical source of income for the station, the FRA said, noting that an expanded station will require new sources of income for maintenance and operations.

Although the move of parking below grade would add cost to the project, the FRA report said the elimination of the parking garage will allow for additional development above the rail terminal. That future development would consist of about 500,000 square feet of mixed uses, the report said.

The plans already include a separate private development in the airspace above the train tracks. Developer Akridge is planning to add up to a dozen buildings — a mix of residential, office, hotel and cultural uses — along 15 acres of air rights it owns from north of Union Station to K Street NE.

The estimated \$3 billion project, known as Burnham Place, is contingent upon the station's redevelopment.

The renovation would triple passenger capacity and transform the station into a hub for high-speed rail. Project documents completed before the pandemic said the existing platforms and waiting areas were at or exceeding capacity.

The station's foot traffic and train operations have been reduced during the pandemic. Before 2020, Union Station had about 40 million visitors each year. It is the Washington region's busiest transit hub, connecting Amtrak, Metro, Virginia Railway Express, Maryland MARC commuter trains, and intercity and local buses.

The FRA's assessment says ridership growth at the station will be constrained if no improvements are made. The agency projects demand at the station could be two to three times higher than pre-pandemic levels by 2040.

Although plans call for station upgrades to be finished in about 18 years, much of the timetable is unclear. The federal environmental review of the project, which began in 2015, is at least three years behind schedule. Once the federal approval process is complete, a design phase is likely to take several years, project officials said, possibly followed by 13 years of construction.

[Renderings of the proposed redevelopment](#) were presented to the U.S. Commission of Fine Arts last year, offering a glimpse of the proposal to turn the aging station into a modern, multimodal transit hub.

**AGENDA ITEM #10**

**OTHER BUSINESS**



**AGENDA ITEM #11**

**ADJOURN**

**AGENDA ITEM #12**

**OFF-SITE TOUR OF UNION  
STATION**