



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
JULY 6, 2018

Transportation Planning Board
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the June 1, 2018 Technical Committee Meeting

Attendees at the meeting introduced themselves. A motion was made to approve the minutes. The motion was seconded and approved unanimously.

2. Regional Car Free Day 2018 Proclamation

Mr. Robb, Fairfax County DOT, introduced himself as the current Chair of the Commuter Connections Car Free Day Steering Committee. Sharing the events history, Mr. Robb noted that Car Free Day began in Europe in 1995 and is now recognized around the world. Car Free Day began in the District eleven years ago, through former DC Councilmember Tommy Wells, and was expanded regionally by COG in 2008. The event aims to promote alternative forms of transportation including “car-lite” methods such as carpools and vanpools in addition to Teleworking.

Mr. Robb shared that this year’s event in the region will be held on both Friday, September 21st and Saturday, September 22nd since its traditional date, the 22nd, happens to be a Saturday. He shared that all residents in the region may participate in Car Free Day by pledging to go either car free or “car lite” on the CarFreeMetroDC.org website. This year’s pledge goal is 10,000. The successful theme of “Drop it for a Day” will be continued again for the 2018 event.

He noted that the TPB will be asked to approve a proclamation for the 2018 Car Free Day event this month. Mr. Robb shared information related to the event’s website and its activity statistics. The event also has a Facebook page and is advertised extensively via various media. For example, the digital campaign in 2017 earned nearly 4 million impressions on mobile, desktop, and tablet devices through Pandora internet radio, WTOP.com, and paid Facebook ads.

Continuing, Mr. Robb noted that in 2017, the event exceeded the pledge goal as over 11,000 residents pledged to go car-free or car-lite for the day and each state and DC generated at least 3,200 pledges. The event also garners donated prizes. For example, last year Chipotle Mexican Grill offered a Buy-One-Get-One special on Car Free Day to anyone who showed their pledge confirmation email on paper or their phone. Additionally, complimentary transit ad space promoting Car Free Day was donated by Arlington, Prince George’s, Montgomery, and Metrobus.

Commuter Connections network members also hosted numerous promotions and events to celebrate Car Free Day. Last year, over 11,000 people took the Car Free Day pledge resulting in 191,000 VMT’s reduced and a savings of \$26,000 in commuting costs, 10,000 gallons of gas, and 83 tons of CO2.

Finally, the event also includes the “Capital Area Car Free College Campus Challenge” which was created to promote Car Free Day on college campuses throughout the region. A promotional tool kit was developed and distributed to colleges and universities throughout the Washington Metropolitan Area. More than 2,000 pledges were made with .edu email addresses, and 1st place went to Georgetown University.

Mr. Srikanth, COG/TPB Staff, reiterated a question by Mr. Erenrich, Montgomery County, whether any of the participating jurisdictions will be closing any streets for the event. Mr. Robb was unsure. Mr. Erenrich continued in noting that these sorts of discussions are being held in his jurisdiction and that Car Free Day and PARK(ing) Day are close in date and could be co-marketed. He explained that PARK(ing) Day is also an international event where parking spaces are leased by sponsors for landscaping and other recreational activities and will also be celebrated in Montgomery County.

3. Performance Based Planning and Programming – Regional Targets for Highway Systems Performance and Highway Assets

Eric Randall, COG/TPB staff briefed the Committee on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for highway system performance and for highway assets, through measuring pavement and bridge condition. Mr. Randall spoke to a presentation that reviewed the nine performance measures: three for travel time reliability and six for pavement and bridges. A draft set of targets developed by staff in coordination with the state DOTs was presented last month and the board was briefed on these. The board will be asked to adopt travel time reliability and pavement and bridge condition targets for the region at its July meeting, after which the targets will be incorporated into the Visualize 2045 long range plan.

Mr. Randall also reviewed some future PBPP events. He noted that the final piece of the transit safety rule could come out any time, after which transit agencies will have a year to set safety targets. Transit asset targets must be set again by October by the transit agencies. Also, highway safety targets are being set again by the state DOTs this month. The board will be scheduled to approve transit asset and highway safety targets again at the end of the year. He also reminded attendees of the need for agencies to sign the PBPP letters of agreement, documenting respective responsibilities.

4. Approval of Projects Recommended for Funding Under the FY 2019-2020 Transportation Alternatives Set-Aside Program (TAP) for Suburban Maryland TPB Jurisdictions

Referring to the handout material, John Swanson, COG/TPB staff briefed the Committee on projects that a technical selection panel had recommended for funding with sub-allocated funding for Maryland from the federal Transportation Alternatives Set-Aside Program. He described the background of the program and the selection process. He noted that for FY 2019, the TPB was responsible for allocating approximately \$1.2 million. Also, a selection panel met on July 3rd and identified four projects to recommend for funding. Finally, he noted that the next step would be for the TPB to vote on the projects at its meeting on July 18th.

Victor Weissberg, PGC/DPWT expressed appreciation for the recommendation to fund a portion of Phase II bikeshare implementation in Prince George's County.

Sree Nampoothiri, NVTA expressed appreciation for the coordination between TPB staff and NVTA on this program in Virginia.

Kanti Srikanth, COG/TPB staff noted the TLC Program was designed to provide seed money to help catalyze worthy projects that were consistent with the TPB's regional goals. He shared that it was good to see that TAP and other implementation funding sources were being used to move these projects forward.

5. Visualize 2045: Initiative Discussions

Kanti Srikanth, COG/TPB staff reminded the committee of last month's briefing regarding staff activity throughout the year pertaining to advancing the implementation of the 7 endorsed strategies. He noted that staff has been working with various committees asking them to think of what projects programs and policies that the TPB can individually or collectively implement so that the benefits of the 7 endorsed initiatives can be realized and those projects programs and policies can eventually become part of our long-range plan. Staff has also been briefing the board periodically.

Mr. Srikanth referenced the memo contained in the mailout which discusses activities to date. He noted that at the previous month's TPB meeting board members and the Chair expressed interest in being briefed by subject matter experts. As policymakers, the desire was expressed to have an open discussion independently as to what projects programs and policies they can act on and so an agenda item was added the board's July meeting. Although there was no specific method suggested in terms of how the dialogue will happen, the Chair will facilitate the discussion.

Mr. Srikanth expressed his expectation that members will approach the discussion from a policy or program perspective as elected officials and return to their jurisdictions considering what policies they can endorse and implement. Using the example of Travel Demand Management (TDM), he continued in noting that in addition to Commuter Connections there are various TDM strategies that are underway throughout the region and the goal of this focused discussion is what more can be done at the program or policy level. For example, the State of the Commute (SOC) survey data reflects that 20% of commuters acknowledged that they would telework if they could do so, which illustrates the potential to increase teleworking in the region. Is there a program or policy that the region can support to help realize the greater potential for telework?

Additionally, he shared that there has also been discussion for example regarding parking pricing and whether an increase in the cost of parking throughout the region would incentivize commuters to adopt alternative modes. He noted that this is a practice in the inner core but could be expanded to the inner and outer suburbs. He then asked if there are any incentive programs that can be considered on the regional level?

He noted that there have been discussions concerning the east west divide and the lack of employment hubs east of the district and how the number of housing is inadequate to support the number of jobs which leads to increases in commuters and therefore could policy makers consider how to increase the housing stock in the region?

Mr. Srikanth noted that this is the type of discussion that he anticipates taking place during this portion of the TPB agenda which will be for around 30 mins. He asked the Committee members to send him any outside of the box ideas they may have so that they may be compiled and provided for board members to discuss at the upcoming meeting.

Gary Erenrich, Montgomery County provided the suggestion that jurisdictional codes and executive regulations should be evaluated and presented to the Committee and then the board. He noted that Montgomery County is currently completing an evaluation of their TDM policies and that it would be helpful for a discussion amongst board members if they had such a regional policy comparison presentation. He noted that it may be difficult for the board to have a detailed conversation without an understanding of the range of programs that are codified and in place and measures that each jurisdiction requires including penalties and incentives. He noted that TPB Staff should get the

jurisdictions together to discuss what are the things being done and package it as part of the initiative.

Lyn Erickson, COG/TPB staff reference a working group that was established by Nicholas Ramfos, COG/TPB staff to gather similar information pertaining to TDM.

Mr. Srikanth provided the example of how Montgomery County has the authority to mandate certain trip reductions, but VA jurisdictions do not have that authority as part of permitting and zoning and noted that just sharing something like this and other ideas that have been proven effective and asking can the region consider doing what Montgomery County has done at the regional level part of the goal. He shared that there will always be implementation challenges, compliance requirements and oversight issues however, the goal is to share ideas that policy makers can take into consideration in terms of implementation within their respective jurisdictions.

Norman Whitaker, VDOT discussed some of the methods used in VA.

Mr. Srikanth concluded in noting that the planning directors will also be sharing a presentation with the TPB this month as they have been discussing the initiative pertaining to jobs and housing since February and have had briefings from jurisdictions on many projects and planning initiatives that are consistent with this initiative.

Paul DesJardin, COG staff briefly shared some of the developments that were underway within the Planning Director's Committee and that various challenges and opportunities have been identified.

6. Visualize 2045: Draft Plan

Lori Zeller, COG/TPB staff and her colleagues handed out draft plan documents to the Committee. She explained that these are for internal review because of their partially incomplete nature. She added that electronic versions were also going to be sent to all Committee members and alternates.

Ms. Zeller explained the contents of the draft packet: a memo which explains some of the incomplete nature of the partial draft plan, a timeline for upcoming activities related to Visualize 2045, and a plan outline; a designed brochure with Chapters 1 and 5; an updated project list for the financially constrained element; and draft content for Chapters 2, 3, 4 and 6.

The Committee members were asked to provide any feedback to Ms. Zeller via email by Friday, July 27. The next release of the draft plan will be on September 7, which is the day the public comment period begins and happens to be the next time the Committee will meet.

Andrew Austin, COG/TPB staff asked the Committee members to review the draft of Appendix B, the full list of projects in the financially constrained element, and to provide any feedback on updates to the project information on details like project cost and completion dates. Mr. Austin shared that he will be reaching out to members with specific questions as needed.

7. Visualize 2045: Financial Plan

Eric Randall, COG/TPB staff briefed the Committee on the draft financial analysis of the Visualize 2045 long-range transportation plan, which will be Appendix A of the document. He noted that federal planning regulations require the long-range transportation plan and TIP to have a financial plan that demonstrates how they can be implemented and the sources of funding reasonably expected to be made available to carry them out. The long-range plan must be fiscally constrained,

with reasonably expected revenues equal to the estimated cost of operating and maintaining the region's highway and transit systems, as well as paying for the expansion projects in the plan. This effort must be documented in the financial analysis, which is in year of expenditure dollars, so that costs in the 2030s and 2040s are considerably greater due to inflation.

Mr. Randall then reviewed the methodology for developing future revenue and cost estimates and reviewed key assumptions by the state DOTs and WMATA. These include a continuation of PRIIA past 2019 and so continued transit capital funding by Virginia for local transit systems in the state. He also described how WMATA's new dedicated capital funding authorized by the three states this year led to TPB staff making some assumptions to both revenue and expenditure projections in response to this new funding. This funding also enables the removal of the transit core capacity constraint in the air quality conformity determination process, that had been part of the travel demand model process since the year 2000.

He then displayed the graphs of the revenues for the region and for each state by source, followed by the expenditures for the region by highway or transit mode and by purpose. About 35% of funding is going to highways and 66 % to transit, of which the majority will go towards WMATA. He then showed the graph of how the financial analysis compares to those of 2010 and 2014. He noted that the dollar figures are not directly comparable, as done in year of expenditure, not in constant dollars. The important takeaway is the percentages, which shows that this plan is roughly comparable to past plans in the proportion of funding going to WMATA. The big change has been the growth in other transit funding, while highway is a diminishing proportion, not even keeping up with inflation since 2014 in real dollar terms.

The presentation concluded with next steps, emphasizing the key takeaway that the financial analysis does show that fiscal constraint is met, as required for a long-range transportation plan. This analysis will be presented to the TPB in September and will part of the plan for approval in October, with a short section in the plan document and the financial analysis report attached as appendix A.

Kari Snyder, MDOT noted that the state of Maryland has not committed to any growth in the additional capital funding dedicated for WMATA's state of good repair needs, which is coming from general funds outside of the transportation trust fund. Mr. Randall agreed that this was the case; the financial analysis includes an assumption by staff that it can be reasonably assumed that this funding will grow at a rate of 2.4 percent per year after 2022, like the forecasted growth of the sources of revenue for WMATA to be provided by the District and Virginia, which are based on specific tax commitments.

Kanti Srikanth, COG/TPB staff added that growth includes both economic growth and inflation; the federal requirement is that the financial figures be in year of expenditure dollars. Some of these details are explained in the appendix report.

Gary Erenrich, Montgomery County DOT suggested footnoting the briefing to note that the assumption is beyond current legislation and appropriations. He then complimented the report, which he had read and noted another issue in the comparison of different analyses is that there are also changes in the period covered by the different analyses of each of the financial analyses.

Chairman, Bob Brown, Loudoun County DOT noted that in Northern Virginia the WMATA funds are coming from taxes that could go up or down. Mr. Randall agreed that this is the case for all tax revenues included in the plan, specifically or implicitly, such as the federal programs that are funded through the federal gas tax.

Mr. Erenrich then asked about any unallocated funding available in the plan. Mr. Srikanth and Mr. Randall responded that there is no additional funding; the analysis has equivalent revenues and expenditures. Mr. Randall noted, for example, NVTAs funds are allocated on a competitive basis and will not be awarded for future years for a long time. However, based on historic trends of spending and the jurisdictional budgets which assume this funding, all these dollars are provisionally allocated.

Mr. Srikanth then noted that at the end of last year the analysis was not constrained; there was not enough funding to meet WMATA's needs. Only with the passage of dedicated funding by the District, Maryland, and Virginia were TPB staff, with some assumptions, able to show constraint for the analysis.

Bill Orleans of the general public, asked about the sources of private funding for transportation funding and whether there is more specific information available. Mr. Randall explained that much of the funding is for the Traffic Relief Plan in Maryland, along with I-66 outside the Beltway in Virginia. The local jurisdictions also include developer contributions, which come in the form of proffers for development projects around Metro stations for example, in their long-term budget projections. And some are toll revenues that will go to fund transit alternatives through the deals made with the Express Lanes concessionaires in Virginia.

Sree Nampoothiri, NVTAs asked if the nature of NVTAs funds was explained in the report; Mr. Randall stated that it these funds are included and allocated provisionally.

8. Briefing on the TPB's Draft 2018 Congestion Management Process (CMP) Technical Report

Andrew Meese, COG/TPB staff presented, referring to a PowerPoint presentation. The Executive Summary of the Draft 2018 Congestion Management Process (CMP) Technical Report was included in the mailout. The draft report had just been posted to the website.

He noted that a Congestion Management Process (CMP) is a requirement in metropolitan transportation planning and that many generations of federal regulations for metropolitan planning have addressed CMP requirements, and the FAST Act retained these CMP requirements. The official CMP component is being wholly integrated into the overall long-range transportation plan (Visualize 2045) to address this requirement.

He also shared that CMP Technical Reports have been released biennially since 2008 and that the Draft 2018 CMP Technical Report is being made available for review now, for Technical Committee acceptance as final at the September 7 meeting. Included are documentation of both CMP-specific analyses and concomitant efforts.

Continuing Mr. Meese noted that the "Performance Planning" Chapter 6 of Visualize 2045 will explain and integrate three major performance drivers of regional transportation planning – Performance-Based Planning and Programming (PBPP), safety, and the CMP. The Visualize 2045 document will also have a CMP appendix (still under development) to provide more detail. TPB will approve the CMP via its inclusion in Visualize 2045, not via this Technical Report.

The structure of the draft document was reviewed. Highlights included the documentation of congestion in the region, and documenting consideration and implementation of congestion management strategies in the region. The National Capital Region has long invested in many such

strategies, including Commuter Connections, transit, and telework. Included are demand management strategies, operations management strategies, and integrative strategies. The report also describes how results of the CMP are integrated into the region's long-range transportation plan, as well as providing some overall findings and recommendations.

Key findings were reviewed. New results for overall congestion, reliability, and bottlenecks were like those found in the 2016 report. Continuing in importance were travel demand management, walking and biking, variably priced lanes, and the Metropolitan Area Transportation Operations Coordination (MATOC) Program.

The draft report included 17 recommendations, many of which were similar in nature to recommendations in the 2016 report. Highlights include continuing Commuter Connections, continuing MATOC, and coordinating PBPP and the CMP. Newer recommendations included looking for safe public engagement through mobile/social media, collaborative planning for connected/autonomous vehicles, and interactions with shared mobility services.

Report appendices provide detail, including jurisdictional detail, on various congestion measures. Regional Travel Trends information, as presented by Mr. Canan at a recent meeting, is included, and provides context for congestion trends. Mr. Meese reviewed a number of these results.

Chairman Bob Brown, Loudoun County DOT asked whether information could be added about locations of construction zones, where congestion may be alleviated soon – Committee members may have information or personal knowledge of these locations. Mr. Meese agreed that adding construction zone information was a good idea to strengthen the CMP. Information that might available now could be added to the current report, as well as the next biennial report. He noted discussions at MATOC meetings regarding computer-based/automated tracking systems for construction zones which, if brought to fruition in the future by member agencies and if data would be shared, could provide a good, robust source of construction information for this purpose.

9. 2017 Regional Air Passenger Survey: General Findings

Timothy Canan, COG/TPB staff presented the general findings of the 2017 Regional Air Passenger Survey, which staff conducted last October at the region's three large commercial airports: (1) Baltimore Washington Thurgood Marshall International Airport [BWI]; (2) Ronald Reagan Washington National Airport [DCA]; and (3) Washington Dulles International Airport [IAD].

The presentation included a general description of TPB's air systems planning program, the bi-annual air passenger survey program, and key general findings from the most recent survey. This included information on why travelers selected the airport they used; travel purpose (work or non-work); where local originating travelers began their ground access trip to the airport; what mode of ground access travel they used; and general characteristics of the survey participants. Mr. Canan indicated the full report was available for distribution at the meeting and will continue to be accessible online from COG's website. Staff will next conduct more in-depth analysis of the ground access travel of the local originating passengers who participated in the survey and will produce a second report documenting the geographic findings of the survey. These findings will be used to develop ground access forecasts that are used in the regional travel demand modelling process.

There was a question on whether the Visualize 2045 long-range plan will include a full chapter or element on airport ground access. Staff explained that Visualize 2045 will include airport ground access information but will not have a full chapter or element dedicated to the topic. Staff further indicated where ground access information is referenced currently in the draft chapters of Visualize

2045 that were distributed at the meeting. Staff also explained that the general findings report will not be presented to the TPB. Typically, staff presents the results of the regional air passenger survey to the TPB as an information item after it completes both the general findings and geographic findings reports.

10. Improving the Regional TPB Travel Demand Forecasting Model: Strategic Plan Status Report

This item was presented by Ron Milone and Mark Moran, both COG/TPB staff. The presentation included a set of presentation slides, which were distributed to the Committee. Mr. Moran began the presentation by discussing the various families of travel demand forecasting models used by the TPB, both production-use and developmental. The current, adopted, production-use model is the Version 2.3 model, an aggregate, trip-based model that is part of the Generation 2 (“Gen2”) family of models and which is being used in the current air quality conformity analysis. There are currently two developmental models:

- The Ver. 2.5 model is an aggregate, trip-based model that is also part of the Generation 2 (“Gen2”) family of models. The model was developed by consultants in FY 17 and is currently undergoing testing by TPB staff.
- The Generation-3 (“Gen3”) model will be the next-generation travel demand model used by the TPB. Staff has just begun the process of developing this new model. Development is expected to take three years and will be conducted using consultant assistance, via both a request for information (RFI) and a request for proposals (RFP).

Mr. Moran noted that the structure of the Gen3 model has yet to be determined. It could be a trip-based model (like the Gen2 models), a tour-based model, an activity-based model (ABM), or some hybrid of these.

Mr. Moran discussed some of the strengths and weakness of the current, trip-based travel model. He then discussed the TPB staff’s strategic plan for model develop: An eight-year, three-phase plan that covers the fiscal years 2016 through 2023. Phase 1 of the plan (FY 16-18) involves updates to the existing trip-based travel model. Phase 2 (FY 19-21) is the development of a next-generation travel model (Gen3) with existing data. Phase 3 (FY 22-23) is the development of a new model (Gen4) with new data, such as the 2017-2018 COG Regional Travel Survey, which should be ready for use by FY 2020.

Mr. Moran talked about the spectrum of travel demand forecasting models that are being used in various locations across the U.S. and around the world. At the low end of the complexity spectrum are trip-based models. At the high end of the spectrum are ABMs. Each type of model has its own advantages and disadvantages. For example, the ABM provides the most detailed information about travelers, but it also suffers from longer model run times and higher levels of complexity, which can cause issues when a problem occurs.

Mr. Milone discussed the Gen2/Ver. 2.5 model. This trip-based travel model is derived from the Gen2/Ver. 2.3 model. It was developed by a consultant in FY 17 and is currently undergoing testing by the TPB staff. Mr. Milone noted that the Ver. 2.5 model is validated to year-2014 conditions. Mr. Milone described both the improvements and drawbacks of the new model. Improvements include improved modeling of non-motorized (walk and bike) travel, use of an updated transit path-building module (called Public Transport, or PT), and segmentation of travel by three value-of-time (VOT) groups, which should improve modeling of priced roads, such as HOT-lane facilities. Drawbacks

include longer model run times and greater complexity of the model code/scripts. Mr. Milone also discussed what criteria must be met to certify that the new model is ready for adoption into production use.

Mr. Moran then discussed the approach for soliciting consultant assistance in developing the Gen3 model, namely by conducting a request for information (RFI), followed by a request for proposals (RFP). Next steps include:

- Close of the advertisement period for the RFI: July 12.
- TPB staff review of RFI responses/proposals for Gen3 model (July)
- Development of the RFP (Aug.) and advertisement of the RFP (Sept./Oct.)
- Vendor selection (Oct./Nov.)
- Start of contract (late Nov. 2018).

Mr. Milone provided some concluding remarks. Charles Freeman, Frederick County noted that Mr. Randall had mentioned, in a previous presentation, that the travel model will no longer need to include the Metrorail transit constraint to and through the regional core, thanks to the new dedicated funding for WMATA. Mr. Freeman asked when the TPB model that excludes the Metrorail transit constraint to/through the regional core would be available for transmittal to consultants. Mr. Milone noted that the Ver. 2.3.75 model that is being used for the current air quality conformity work on Visualize 2045 already reflects this change. Presuming that the TPB adopts both the air quality conformity analysis and the Visualize 2045 long-range transportation plan in October, then the model transmittal package should be available by Nov. or Dec.

11. Other Business

- **Time Update (Andrew Meese)**

The Regional Traffic Incident Management Enhancement (TIME) initiative has been established at the request of the COG Board of Directors. The TIME initiative features a task force of transportation and public safety practitioners and other stakeholders including the staff of both the TPB and COG. The TIME task force has now held several meetings with the most recent on June 26th and its next meeting will be held on August 7th. There was also a federally led workshop that took place on May 22nd which convened several stakeholders who collectively identified issues. There was also a MATOC sponsored traffic incident management exercise held in Alexandria on June 20th. This summer activity as staff is to take what was heard in the previous several meetings and to write up first draft of a findings and recommendations report which will go to the TIME task force in the August/September time frame and then for COG board approval at their November 14th meeting.

- **Vehicle Probe Data Users Group (VPDUG) Update (Andrew Meese)**

On June 21st for the first time in a long time our vehicle probe data users group held a meeting with the idea to get technical users to learn and exchange experiences and information and identify procedures in using the new probe data in analyses. Latest activities were discussed, and the goal is to rejuvenate the user group. James Li, COG/TPB staff is the contact person for the user group. Staff has reached out to our old mailing list. Mr. Meese invited Technical committee members and/or their staff or colleagues who may be interested in a user discussion of the vehicle probe data and other emerging data sets for analyses to join the group.

- **Regional Bus Provision Study (Eric Randall)**

The Regional Bus Provision Study was funded by the FY18 UPWP technical assistance program to evaluate the cost of bus service in the region and to look at opportunities for improving cost savings. The RPTS was briefed the previous week on the study. This study is being finalized and will be posted soon and happens to coincide with a 2.2 Million study that is being conducted by WMATA.

- **Federal Grants Update (Eric Randall)**

There are 3 federal grants out their currently. The TOB planning grant which is due on July 23, the Build grant (formerly known as the TIGER Grant) which is due on July 18 and FY17 bus grants are open worth a total of \$366 Million available and applications are due by August 6th. Please contact our staff for an endorsement letter for any of these grants.

- **TIP Forum – July 12 (Andrew Austin)**

On July 12 the TPB will be hosting the TIP forum which will be an opportunity to educate the public about the TIP. We will be focusing on the development of the FY19 - FY24 TIP and the relationship between our TIP and the states STIPs and giving each of the DOTs along with WMATA a chance to talk about the project prioritization process. Mr. Austin invited members to participate either in person or via Facebook live.

- **Request for presentations on local projects which exemplify the seven endorsed initiatives**

Ms. Erickson made a final request for projects that exemplify the seven endorsed initiatives that will go before the board on July 18th.

12. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – July 6, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP -----

MARYLAND

Charles County -----
Frederick County Charles Freeman
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George's County Victor Weissberg
Rockville -----
M-NCPPC
 Montgomery County -----
 Prince George's County -----
MDOT Kari Snyder
 Matt Baker
Takoma Park -----

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax -----
Fairfax County Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas Chloe Delhomme
NVTA Sree Nampoothiri
NVTC -----
Prince William County Paolo Belita
PRTC Betsy Massie
VRE -----
VDOT Norman Whitaker
 Regina Moore
VDRPT Clinton Edwards
NVPDC -----
VDOA -----
WMATA -----

FEDERAL/REGIONAL

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWAA -----

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Michael Farrell, DTP
Matthew Gaskin, DTP
Mark Moran, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Jon Schermann, DTP
Daivamani Sivasailam, DTP
John Swanson, DTP
Feng Xie, DTP
Lori Zeller, DTP
Abigail Zenner, DTP
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Steve Walz, DEP
Paul DesJardin, DCPS
Sunil Kumar, DEP

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Bill Orleans
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