

TPB TECHNICAL COMMITTEE ITEM #1



National Capital Region  
**Transportation Planning Board**

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Technical Committee Minutes

For the meeting of  
**JULY 7, 2017**

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**TRANSPORTATION PLANNING BOARD**  
Technical Committee Meeting

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**Minutes**

**1. Welcome and Approval of Minutes from the July 7, 2017 Technical Committee Meeting**

The meeting was called to order. Participants introduced themselves.

**2. Regional Car Free Day 2017 Proclamation**

Traci McPhail with the North Bethesda Transportation Management District in Bethesda and the current chair of the regional Car Free Day Steering Committee briefed the Technical Committee on Car Free Day to be held on Friday September 22. Ms. McPhail gave background information on the world-wide event that began in Europe in 1995 and went global in 2000 and is now celebrated in over 1500 cities in 40 countries.

Snapshots from events held in 2016 in Paris, Manado City, Indonesia and Ghaziabad, India were shown. Ms. McPhail explained that Car Free day coincides with European Mobility Week which is an annual campaign and this year will be a week-long event held under the banner of ‘Smart and Sustainable mobility – An Investment for Europe.’ The theme refers to the close ties between transport and economics. The benefits of smarter mobility apply across the board from the public to the private sector, from society at large to the individual. In 2017, European Mobility Week will encourage and local politicians and the public to look at smart and sustainable mobility as an investment for Europe. Ms. McPhail explained that the European Mobility Week campaign provides the perfect opportunity to present sustainable mobility alternatives to residents and to explain the challenges that cities and towns are facing in order to induce behavioral change and make progress towards creating a more sustainable transport strategy for Europe. Local authorities are strongly encouraged to use the week to test new transport measures and get feedback from the public. It is also an excellent opportunity for local stakeholders to get together and discuss the different aspects of mobility and air quality, find innovative solutions to reduce car-use and thus emissions, and test new technologies or planning measures. The week ends on Car Free Day.

Ms. McPhail stated that the Car Free Day event in this region event proves to be popular with local media and she highlighted some of the headlines from media outlets resulting from the 2016 event.

Car Free Day began in the District of Columbia in 2007 and was expanded to a regional event in 2008. The event aims to promote alternative forms of transportation including “car-lite” methods such as carpools and vanpools. Teleworking also counts as a mode.

The event is aimed at all residents in the region including seniors, students and stay and home mom and dads. The goal is to convince those who normally travel alone in the car for any purpose to pledge to go car free or car-lite on September 22nd. The regional pledge goal is 10,000. In 2016, nearly 5,000 residents pledged to go car-free or car-lite. The Car Free Day Steering Committee is committed to reaching and/or exceeding the 10,000 mark this year, particularly since the event falls on a Friday and that is the number one day for teleworking.

Ms. McPhail explained that Clean Air Partners produced a promotional video for last year’s event that provided a fun visual about the various types of green-minded car free travel. The

video was placed on the Car Free Day event web site, under 'How to be Car Free'. There will be a similar partnership again with Clean Air Partners this year to help drive pledges.

Last year, The Car Free Day 2016 proclamation signing took place on July 20, 2016 at the TPB meeting at the Metropolitan Washington Council of Governments. Some jurisdictions also made Car Free Day proclamations of their own. The TPB will be asked to approve a proclamation for the 2017 Car Free Day event at its July meeting.

Ms. McPhail stated that last year the Car Free Day website was visited 18,793 times with 14,777 of those visitors being unique. The total number of pages viewed were 39,033, the average number of pages viewed per session were 2.08, and the per session average duration of time spent on the Car Free Day web site was 1 min and 59 seconds. This year, the Car Free Day Steering Committee has elected to forego the "team" approach and over the next few weeks will select a new marketing campaign approach.

A 2016 Car Free Day poster was created, printed and delivered to network members and employers in the region. The poster displayed alternate commute modes and gave a call to action to "Take the Free Pledge" at visit [carfreemetrodc.org](http://carfreemetrodc.org). A new poster is in the works and will be created and distributed for the 2017 event.

In 2016, social media sites were used to keep friends and followers of the event engaged and up to date on activities prior to and following the event. Car Free Day Facebook added nearly 150 Likes in 2016, reaching 4,149 "likes." Car Free Day's Twitter account added over 75 followers, to 686. Social media will be used again during the 2017 event.

Facebook, Twitter, and Instagram sponsored ad images were part of the paid social media and will be used for the 2017 event as well. Digital ads provide high impact. In 2016, a minimum of 352,900 impressions were served on WTOP digital properties, run-of-site across all devices: desktop, mobile, and tablet with banner ads in various sizes.

Digital ads will more than likely be used again this year to get the word out about the event and pledging.

Each year, donated prizes are offered as incentives to people pledging to go car free or car-lite. Local businesses and organizations that donate goods or services gain exposure, and are associated with a cause that contributed to the betterment of the region's traffic congestion and air quality. Ms. McPhail stated that she is also encouraging Steering Committee members to recruit sponsors for this year's event to support recruitment efforts primarily handled by COG. Ms. McPhail reviewed some of the prizes from corporate sponsors last year, including:

- Capital Bikeshare annual memberships,
- VRE Commuter train round-trip passes
- Fall Fest concert tix and backstage pass at Jiffy Lube Live, courtesy WMZQ and iHeart radio
- KIND Healthy Snacks gift bag, courtesy KIND, #LiveKIND
- One-year gym membership, courtesy of Crunch Fitness
- SmarTrip cards with \$25 in fare, courtesy Washington Metropolitan Area Transit Authority
- Supermarket \$25 gift cards, courtesy Giant Food
- \$50 bike shop gift card, courtesy The Bike Rack
- Pizzeria \$25 gift card, courtesy Mellow Mushroom of Adams Morgan

Last year, the Car Free Day radio spot aired for several weeks leading up to the event on DC101 and Hot99.5. Both radio stations provided a combined total of fifty-seven no-charge :30 second promotional spots over the 3-week schedule. The stations also provided banner ads on their websites delivering 290,724 impressions. Hot 99.5 and DC101 Station

personality's tweeted to promote Car Free Day. WMZQ provided concert tickets with backstage passes to their Fall Fest for the Car Free Day raffle. The station made 208 promotional mentions about the WMZQ Fall Fest concert ticket giveaway, mentioning Car Free Day as a sponsor. Transit signage space is typically donated by many of the local transit agencies to promote the event. WMATA also promotes the event through their web site.

There were an estimated 90,000 impressions per day on NBC4's Facebook, Twitter and Instagram social media which ran during last year's CFD marketing campaign. A similar approach will be taken for the 2017 event.

Commuter Connections' network members hosted numerous promotions to celebrate Car Free Day, including:

- Montgomery County Commuter Services staff greeted travelers with giveaways at the Germantown Transit Center, and several Metrorail stations and Ride On bus stops.
- Tri-County Council for Southern Maryland was at the North Beach Farmer's Market in Calvert County with giveaways.
- In Arlington, the Crystal City Business Improvement District provided free coffee, snacks, and giveaways at the Crystal City Water Park.
- TransIT Services of Frederick County offered free rides on all Connector and Shuttles buses on Car Free Day.

For the 2016 event, a "Capital Area Car Free College Campus Challenge" was created as a friendly competition to generate a buzz about Car Free Day on college campuses throughout the region. A promotional tool kit was developed and distributed to 17 colleges and universities through the Consortium of Universities of the Washington Metropolitan Area. The toolkit included an email template, website content, social media recommendations, Car Free Day flyer, and logo. The total number of pledges with .edu email addresses was 952, and 1st Place went to Georgetown University with the vast majority of Car Free Day pledges, 837

The other top 5 CFD College Campus Challenge standings included:

- 2nd place: Howard University
- 3rd place: Gallaudet University
- 4th place: University of Maryland
- 5th place: Tie - George Washington University & George Mason University

Those interested in pledging for the event need to do so at the designated event web site which is [www.carfreemetrodc.org](http://www.carfreemetrodc.org).

A question was asked on whether there would be a week-long event held in the region similar to European Mobility week and if follow-up is done with those pledging to see if they actually went car-free for the day? Ms. McPhail stated that thought has been given to a week-long event but the goal is to hone in on getting a strong base for the one-day event similar to Bike to Work Day with the idea of possible expansion in the future. The data used for analysis is collected during the pledge process; however, some jurisdictions may conduct follow-up with those that pledged. Dan Emerine asked whether any jurisdictions have opted for street

closures for Car Free Day. Ms. McPhail stated that this was a goal of the Steering Committee and during the next regularly scheduled meeting in July jurisdictions will be reporting about any possible street closures as part of the Car Free Day event. Mr. Emerine encouraged the Steering Committee members to identify political leaders that may be able to champion an

Open Streets component for the event. A question was then asked on whether Pandora has been considered for radio support of the event. Ms. McPhail stated that Pandora has been used for other campaigns such as Bike to Work Day but not for Car Free Day but it can be considered. iHeart radio has been used for Car Free Day in the past. A question was then asked about sponsorships and whether it included cash and prizes. Ms. McPhail stated that it just includes prizes and in the past tablets and gift cards have been the primary prizes used which is more reason that the Steering Committee members are being asked to reach out to potential event sponsors for additional prizes.

### **3. Long-Range Plan Task Force: Proposed Initiatives to be Approved by the TPB for further Analysis**

Mr. Srikanth described the two materials for the item: a memo which was used at the Long-Range Plan Task Force meeting on July 5 and a staff working paper which contained the results of a voting process the task force engaged in at that meeting. He recapped the July 5 meeting, which consisted of the task force selecting 10 initiatives to recommend to the TPB for further analysis to deem if/how they contribute towards the region's goals and address the region's challenges. Mr. Srikanth described the process by which the task force would be asking the TPB to accept this list for analysis, and described the future process which will involve the task force and TPB reviewing the analysis and selecting from among those initiatives a smaller set to endorse for future inclusion in the aspirational portion of the long-range plan.

Mr. Emerine asked how the measures for analysis would be determined and if they would be based on the challenges. Mr. Srikanth said they would be shared in September based on the availability of measures within analysis tools the technical team selects, which will be based on the final set of initiatives chosen for study. He emphasized that the results will be order of magnitude analysis at the sketch planning level and that some analysis will be quantitative and some will be qualitative. Mr. Emerine then asked to clarify if in September the Technical Committee and the task force will be presented a proposed methodology and set of performance measures, and Mr. Srikanth responded that it will be just the performance measures. Mr. Emerine then followed up asking if the task force will have an ability to weigh in on those performance measures and Mr. Srikanth said they will within the constraint that the analysis tools only can permit certain measures.

Mr. Davenport asked what the purpose of the task force meeting scheduled for July 19 would be and Mr. Srikanth responded saying that meeting had recently been cancelled by the chairs. Ms. Erickson added that this meeting cancellation information was currently being shared through the regular communication channels, including this occurrence of the TPB Technical Committee.

A committee member asked how the TPB intends to include land use and other elements into the plan, when the TPB doesn't have authority to implement certain policies like land use. Mr. Srikanth replied that the analysis will show how the initiatives perform and that the TPB plans to endorse a smaller set of initiatives, which it will champion and call on the local jurisdictions to implement. He added that the TPB cannot mandate to local jurisdictions that projects or land use changes occur.

Mr. Whitaker stated that the land use transportation connection is a fundamental concept discussed by planning organizations, and that it could be beneficial to ask local jurisdictions to consider how their land use decisions impact transportation.

Mr. Malouff added to Mr. Whitaker's comment saying that the same is true for projects in the sense that locals need to plan and fund projects within their jurisdiction, which is why this exercise is to construct an aspirational element of the region's plan.

Mr. Davis asked for clarification that the July 19 meeting of the Long-Range Plan Task Force was cancelled and Mr. Srikanth responded that was true. Mr. Srikanth stated the next meeting of the task force will occur after the TPB meeting in September, and that throughout the fall there will be task force meetings following TPB meetings with the potential for a second meeting in October.

#### **4. Project Prioritization in the Washington Region: Virginia Department of Rail and Public Transportation (DRPT)**

Tim Roseboom, DRPT, presented the DRPT current and newly proposed project prioritization process. This was one in a series of agency presentations highlighting how the different funding agencies in the region prioritize projects for funding in the CLRP and TIP.

Mr. Roseboom spoke to a presentation. The current transit capital allocation system dates to legislative action in 2013 (passed in the same session as HB 2313) and included new transit funding. A Transit Service Delivery Advisory Committee (TSDAC) disburses funds, with 25% of funds for capital distributed according to tiered methodology (the other funds are allocated 72% for operations and 3% for special projects). The capital funding is further allocated at a percentage match according to three tiers: tier one (68%) includes replacement and expansion vehicles and onboard equipment; tier 2 (34%) includes infrastructure and facilities including major capital projects (new/extended BRT, LRT, commuter rail); and tier 3 (17%) includes other equipment for operations and maintenance. Transit operators prepare Transit Development Plans, for which there is new guidance, and the capital plans in these identify needed capital projects.

Transit capital funding comes from six sources, both state and federal, but the largest portion (44%) comes from CPR bonds, the authorization legislation for which ends in 2020. Accordingly, either new funding is needed or the DRPT capital project will be halved in size. In response, in 2016 the General Assembly created a Revenue Advisory Board (RAB) to meet and identify new funding sources. The RAB has done this and has also proposed a new capital project prioritization arrangement, to consist of two programs: State of Good Repair (SGR)/Minor Expansion and Major Expansion, with the former getting at least 80% of funds. Capital projects would be matched at a consistent rate, with SGR projects at a higher match rate. The RAB also recommended that transit capital projects be prioritized using quantitative and qualitative measures, to be further developed. Mr. Roseboom then showed several schematics of the proposed project selection and funding process, which would include ranking and prioritization. The RAB report has been sent to the Commonwealth Transportation Board for endorsement, and is due to the General Assembly by August 1. Presumably the Assembly will take action in its 2018 session.

Ms. Hoeffner asked if the prioritization recommendations are separate from the funding recommendations, and if the former could be implemented without the latter. Mr., Roseboom responded that this is possible, but would be contrary to staff recommendation. The funding need, including for the state match to WMATA PRIIA from the federal government, should stimulate action, and combining the two recommendations would be best practice.

Mr. Srikanth then recapped the connection between the LRPTF study of new initiatives and the DRPT proposed prioritization process. The latter systematic way to select and prioritize projects is how new projects are likely to be added to the CLRP. If a LRPTF initiative is modelled and found to be a likely effective way to improve the transportation system, it could then be submitted as a project for the DRPT prioritization process and subsequent funding.

The LRPTF is not trying to go around the regular project process, but instead provide new information for consideration in the project prioritization process.

## **5. DC2RVA Draft Environmental Impact Statement (DEIS)**

Ms. Stock, VDRPT, provided an update about the DC to Richmond rail project. She shared information about the Tier II EIS schedule, DRPT's recommended alternatives, next steps and other corridor projects. Ms. Stock explained that the DEIS has been delayed and that a special study is being done in the Town of Ashland due to historic buildings and a preferred alternative has not yet been selected for that area. She also shared that improved reliability and increased frequency of service are the main goals of the project. Ms. Stock explained the characteristics of different sections along the corridor, the plans for them within the DC2RVA plan, and shared the next steps including the future acceptance of the DEIS and public hearings.

A committee member asked if with Ashland not having a preferred alternative will there be another chance for public comment, and if there would be any significant impacts such as travel time based on what preferred alternative is selected. Ms. Stock replied saying that DRPT got advance permission from FRA to identify preferred alternatives early on in the DEIS where it normally wouldn't happen and that all the alternatives would still be listed in the DEIS which is being work on in conjunction with a community advisory committee. She said it is possible that working with the committee may result in something different from what is in the DEIS and could be added on to the final document.

A committee member asked if any new bridges were being considered in area 2 (northern Virginia). Ms. Stock replied that they were looking at new bridges parallel to existing ones for major bridges only.

Ms. Stock shared additional information about other corridor projects that overlap with DC2RVA such as the Atlantic Gateway project and DDOT's Long Bridge project. A committee member said it would be helpful for their constituents if it was made more clear that the work will be done within the existing right-of-way. Ms. Stock thanked him and said that was good advice. She also stated that DRPT will be meeting with local jurisdictions in Virginia along the corridor.

Mr. Srikanth thanked Ms. Stock and emphasized how her presentation was a reminder of how massive projects like this are, geographically and financially, and that it is part of a larger vision at the national level.

## **6. Visualize 2045 Status Update**

Mr. Hampton provided an update on outreach activities related to the public input survey for Visualize 2045. The survey is gathering input from the general public about their daily travel

patterns, what issues affect their travel, and the ideas they have for improving transportation in the region.

Mr. Hampton reported that more than 1,200 people had completed the survey to date, and that staff had completed 8 of 15 planned “live-surveying” events throughout the region. He shared photos from those events, and provided a full list of completed and planned events. He also asked committee members to continue helping to spread the word through newsletters, social media, civic associations, and advocacy groups.

Mr. Roseboom asked what share of survey respondents have come from people living outside the region and how their perceptions differ from those living in the region. Mr. Hampton said that staff have not yet looked at that but will, and that a preliminary analysis shows that most responses are from people living in the region.

The Visualize 2045 public input survey runs through July 31. Staff will tabulate the results and share them with the Technical Committee at its September meeting. The results will also be incorporated into the Call for Projects for the Constrained Element of Visualize 2045, which will be presented in draft form to the TPB at its September meeting.

## **7. Improving the Regional TPB Travel Demand Forecasting Model: Status Report on Short-Term Improvements**

Mr. Moran began by noting that, in FY 15 and 16, TPB staff and a consultant team lead by Cambridge Systematics, Inc. had developed a seven-year strategic plan for improving the TPB travel demand forecasting model. The last presentation to the Technical Committee on this topic occurred one year ago. The strategic plan, which covers the period from FY 16 through FY 22, has three phases. The first phase, which ended in FY 17 and is the topic of today’s presentation, was a series of short-term updates to the existing, trip-based regional travel demand model, which is known as the Ver. 2.3.66 model. In FY 17, the consultant team developed and proposed a new version of the model, nominally known as the Ver. 2.5 model, which will be tested by TPB staff over the next several months to determine if some or all of it is ready for incorporation into a new version of the production-use model. The proposed update includes three model enhancements: 1) Improved non-motorized (i.e., bike and pedestrian) modeling; 2) Improved representation of transit sub-modes; and 3) Improved modeling managed-lane facilities. Some of the challenges to the proposed updates include increased model complexity and longer model run times.

The consultant contract concluded on June 30. TPB staff has received the revised model code and model documentation from the consultant. Mr. Moran concluded with some next steps, including performing sensitivity tests to determine that the proposed updates are performing as expected, comparisons with the existing model, and performance checks. The key question is whether the new model’s performance is superior to the existing model. Mr. Moran noted that it is not expected that the new model will be ready for use with the quadrennial update of the long-range transportation plan in FY 18, but, nonetheless, the plan is to run the developmental model in parallel with the existing model during the next air quality conformity analysis as a test of whether the new model is ready for production use. FY 18 is also the year designated in the strategic plan to begin phase 2, a three-year development of a next-generation travel demand model, such as an activity-based travel demand model (ABM).

Ms. Hoeffner mentioned that the current travel model does a poor job of reproducing the observed VRE ridership, and wondered whether the TPB staff will review the new model’s ability to estimate VRE ridership. Mr. Moran stated that staff will review this issue, noting that



staff had just received the model in the last week and was just now conducting the first test runs.

Mr. Foster asked whether it would be possible to get a copy of the pre-production model, to compare it with the existing model. Mr. Moran noted that anyone can get a free copy of the current production-use model (Ver. 2.3.66) at any time by submitting a request to Ron Milone, following the instructions on the “Data Requests” [webpage](#). With developmental models, however, Mr. Moran said that the practice is to release them only after the TPB staff has been able to test the model and determine that it is suitable for use. Mr. Moran noted that this testing would likely last several months.

Mr. Davenport asked if it is possible that COG/TPB might not move to an ABM, despite the plans for such a move in the strategic plan. Mr. Milone noted that the current plan is to begin the development of an ABM, but also reminded the committee that some development models may not make it into production, so the jury is still out as to whether COG will be using an ABM for production work at the end of the three-year period. Mr. Moran noted that our survey of the top 20 MPOs (of which TPB is #9 on the list) found that 70% of our peer agencies are either developing or using an ABM, so we would be out of the state of the practice if we did not at least begin development of an advanced-practice model. Both Mr. Milone and Mr. Moran noted that any future model should be practical and useable by both TPB staff and other modeling stakeholders in the region.

## **8. Enhanced Mobility Solicitation**

Mr. Ritacco from the TPB staff briefed and requested assistance from the Technical Committee in publicizing the TPB 2017 solicitation for grant applications under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (referred to as “Enhanced Mobility”).

The Enhanced Mobility program aims to fill gaps in transportation for older adults and persons with disabilities by providing matching grants for services that go above and beyond traditional public transit and the Americans with Disabilities Act (ADA) complementary paratransit service. Eligible projects include travel training, vehicle acquisition and volunteer driver programs specifically serving people who have mobility impairments.

The TPB will conduct a solicitation for grant applications beginning on August 14 to November 3, 2017. Approximately \$5.5 million in federal funds are available for capital and operating grants that improve transportation for people with disabilities and older adults. These funds must be matched by the applicant: 20% for capital or mobility management grants and 50% for operating grants. Matching funds must be identified by the time of application.

TPB staff will be holding five pre-application conferences to provide potential applicants with information on eligible projects, the online application process, how to use the grant budget templates, the federal requirements and the TPB’s selection process. Every applicant must attend a session and registration is required; details are at [tpbcoordination.org](http://tpbcoordination.org).

To ensure as many potential applications are aware of this opportunity throughout the region, staff requested that Technical Committee members share the attached Solicitation-at-a-Glance flyer within their agencies, external contacts, and engage TPB members to assist in promoting in communities.

## 9. Vision Zero Workshop Recap

Mr. Farrell spoke to a PowerPoint. The Vision Zero Workshop took place on June 23. This workshop was one of a series sponsored by the Bicycle and Pedestrian Subcommittee. Mr. Farrell discussed the progress being made regionally reducing fatalities, and explained Vision Zero. Under Vision Zero, no loss of life is acceptable. In practice, it means very aggressive target setting, a focus on vulnerable users, and an assumption that the operator of the system is responsible for making it safe.

Mr. Farrell briefly discussed the various Vision Zero policies in the Washington region. Vision Zero tends to be an urban policy. Typically, speeds are brought down to the point where pedestrians won't be killed, or modes are separated. That tends to be more challenging in suburban areas, such as Montgomery County. Alexandria's Vision Zero has a strong public engagement component. By engaging the public, the city is building support for the goal. Towards Zero Deaths typically involves a non-zero goal for traffic deaths and serious injuries. It is typically a State-level policy. Maryland and Virginia have Towards Zero Deaths policies as part of their Strategic Highway Safety Plans. Data, improving it and making it more available to partners, is a major component of those plans.

The Bicycle and Pedestrian Subcommittee chose this topic for a workshop in part because the Citizens Advisory Committee has shown an interest in it. There was a regional Vision Zero summit on March 31<sup>st</sup> in DC, an ambitious workshop with a very broad and ambitious agenda. Our workshop allowed the DOT's to explain their policies and programs in greater detail than possible at the regional summit.

The audience for the half-day workshop was DOT staff, planners, consultants, and the general public. The focus was on the practical implications of Vision Zero and Towards Zero Deaths policies for the work of agency staff. Forty (40) people attended and a few more called in. Presentations have been posted on the Subcommittee web site.

Mr. Farrell will discuss the workshop with the Citizens Advisory Committee. Mr. Orleans asked about the geographic distribution of traffic fatalities, in particular the east-west divide. Mr. Farrell replied that we have more information on that, and will present in greater detail to the Transportation Safety Subcommittee once 2016 data becomes available. Both total traffic fatalities and pedestrian fatalities tend to skew towards the eastern end of the region. Another person asked why the Prince George's fatality numbers were so high. Mr. Farrell replied that in some previous administrations there was not a lot of emphasis on pedestrian safety. One year there was a large number of fatalities relating to a road-racing incident. At the location of our most recent Street Smart press event on Southern Avenue, in the District on the Prince George's line, there had also been a road-racing incident that resulted in a fatality.

Prince George's also has a lot of the type of roads, high speed roads with no sidewalks, where there tend to be more pedestrian fatalities.

Ms. Erickson noted that we have a Transportation Safety Subcommittee which typically addresses safety issues.

## 10. Other Business

There was no other business.

## 11. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – July 7, 2017**

DISTRICT OF COLUMBIA

DDOT -----  
DCOP Dan Emerine

MARYLAND

Charles County Ben Yeckley  
Frederick County -----  
City of Frederick Timothy Davis  
Gaithersburg -----  
Montgomery County -----  
Prince George's County Anthony Foster  
Rockville -----  
M-NCPPC  
Montgomery County -----  
Prince George's County -----  
MDOT Kari Snyder  
Matt Baker  
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman  
Arlington County Dan Malouff  
City of Fairfax -----  
Fairfax County Mike Lake  
Malcolm Watson  
Falls Church -----  
Fauquier County -----  
Loudoun County -----  
Manassas -----  
NVT A -----  
NVTC Patricia Happ  
Prince William County James Davenport  
PRTC Betsy Massie  
VRE Christine Hoeffner  
VDOT Norman Whitaker  
Regina Moore  
VDRPT Tim Roseboom  
Todd Horsley  
NVPDC -----  
VDOA -----  
WMATA Allison Davis

FEDERAL/REGIONAL

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FHWA-VA -----  
FTA -----  
NCPC -----  
NPS Laurel Hammig  
MWAQC -----  
MWAA Mike Hewitt

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Ron Milone, DTP  
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Andrew Austin, DTP  
Michael Farrell, DTP  
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Ken Joh, DTP  
Wendy Klancher, DTP  
Mark Moran, DTP  
Eric Randall, DTP  
Sergio Ritacco, DTP  
Rich Roisman, DTP  
Jon Schermann, DTP  
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Jalen Jennings, VDOT  
Emily Stock, VDRPT  
Clinton Edwards, VDRPT  
Faisal Hameed, Parsons (DC2RVA Team)  
Allison Hahn, NVTC  
Nicholas Perry, MWAA  
Bill Orleans