



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
JANUARY 4, 2019

Transportation Planning Board
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the December 7, 2018 Technical Committee Meeting

2. Performance Based Planning and Programming – Highway Safety Targets

Jon Schermann, COG/TPB staff briefed the committee on the federal requirements pertaining to setting annual highway safety targets for the National Capital Region (NCR) and presented the staff-proposed 2019 highway safety targets. He noted that the committee saw this information in November and December and that the planned agenda item for the December TPB meeting postponed due to lack of time. He further noted that it was the intention of staff to present the staff-proposed 2019 highway safety targets and request the adoption of a resolution establishing the targets at the January TPB meeting.

Mr. Schermann continued in noting that the presentation is intended to be the same as what will be presented to the TPB. He then briefly reviewed the federal requirements, the performance measures, the targets that were set by the board last year, and progress to date toward meeting those targets. He shared that, because of the 2017 increases in fatalities, it is not possible for the region to meet the 2014-2018 fatality and fatality rate targets set last year. He noted that the staff-proposed targets for this year have not changed since they were presented to the technical committee in December, but they have been reframed to highlight how they compare to last year's targets. Mr. Schermann also reviewed the draft resolution including the addition of several clauses acknowledging that recent fatality trends do not match regional aspirations and emphasizing the board's support for aspirational safety goals such as DC's Vision Zero.

Based on feedback from Mr. Erenrich and Mr. Srikanth, Mr. Schermann noted that he would rephrase the third bullet on slide 6 to remove the word "however" and change the phrase "look better" to "not meeting targets" or something similar. Mr. Brown requested that more information be provided in the presentation related to consequences for state DOTs should they not meet their targets. Mr. Srikanth noted that Mr. Schermann should be ready to explain the consequences, but that no additional words need to be added to the slide.

3. Performance Based Planning and Programming – Draft Transit Asset Management Targets

Eric Randall, COG/TPB staff provided a presentation on the draft FY 2019 targets for transit asset management. In December, Mr. Randall reviewed federal requirements and the performance measures, the applicability of the requirements to transit providers in the region, the initial set of targets adopted by transit providers and the TPB in 2017, and the latest information on targets set by the transit providers in FY 2019. Now he reviewed that information again quickly and then presented the draft regional targets for FY 2019 for the TPB, which follow the newly suggested FTA practice in establishing a single regional target for each performance measure asset class, including regular buses, articulated buses, cutaway buses, etc.

He noted that these draft targets will be shared as an informational item on the January TPB agenda, with approval of the region's targets anticipated at the February TPB meeting. More information is available in the report, a draft of which was included in the meeting mail-out.

Dan Malouff, Arlington County asked for clarification if the buses category included the sub-types of bus such as cutaway and over the road buses to which Mr. Randall responded in the negative noting that each asset class has a specific definition and excludes other asset classes.

Kanti Srikanth, TPB staff Director asked a question concerning the relationship between the agency-set targets and the TPB's targets to which Mr. Randall clarified that each transit provider directly reports their targets to the Federal Transit Administration (FTA) and has already done so. The targets set by the TPB apply only to the MPO and are not reported to the FTA.

Lyn Erickson, COG/TPB staff asked how it would be known if the transit providers are meeting their targets. Mr. Randall responded that providers were not required to submit that information to the FTA, but that it will be available next year. He noted that transit providers have set much more rigorous targets this time and have also completed and submitted strategic asset management plans to the FTA. Both indicate that providers now have a much better understanding and approach for meeting the requirements and that targets and performance will be closely aligned.

Gary Erenrich, Montgomery County, noted that the initial targets set in 2017 are included in the report, and asked how providers did in meeting those targets. He also questioned the benefit of setting targets annually, given the long-lead time in programming asset projects.

Kanti Srikanth asked if data was available on actual performance versus the initial targets set in 2017 to which Mr. Randall responded that this was not available, as providers were not required to submit that information to the FTA.

4. Traffic incident management enhancement (TIME) recommendations Report

Andrew Meese TPB Systems Performance Planning Program Director presented, in advance of the planned presentation of this item at the January 16 TPB meeting [and later postponed to a future TPB meeting]. This would build from what was presented to the COG Board in November, adding information on activities since November. This would be the first full presentation on the TIME initiative to the TPB (previously shared with the TPB only as portions of the TPB Director's Reports).

Mr. Meese continued in explaining that, formed by the COG Board in January 2018, a multi-disciplinary TIME Task Force convened seven times in 2018 and produced a recommendations report. The task force focus was Traffic Incident Management (TIM), defined as a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible, with data, personnel training, and best practices being keys to success. Task force participants represented a breadth of jurisdictions and TIM disciplines.

The report included seven major recommendations:

1. Update regional agreements and improve consistency of TIM laws and policies (including a new mutual aid transportation operations plan, and ensuring "move over", "move it", and "hold harmless" laws are in place).
2. Coordinate regional annual TIM self-assessments (convening stakeholders annually to track progress).
3. Encourage and coordinate TIM trainings to promote best practices (responders must be trained, and the region can help by hosting events).
4. Launch outreach initiatives that better engage the public and officials on TIM (a campaign like Street Smart could promote educational messages).

5. Create a regional TIM program (there would be a need to identify resources to sustain an NCR program that could coordinate, track, and promote best practices; an ongoing program could also help address several strategies for further investigation that were also identified in the recommendations report).
6. Designate transportation incident responders as emergency responders regionwide (including legal and policy changes to help transportation incident responders get to incident scenes quickly).
7. Expand roadway service patrols to federal parkways and other critical major roads not currently covered (envisioning convening the federal government, state and local jurisdictions to negotiate an agreement allowing for funding and deployment of patrols on parkways and other key roadways).

COG Board Resolution R51-2019 approved publication of the recommendations report; supported TIM best practices and encouraged members and involved responders to pursue report recommendations; recommended that the D.C., Maryland, and Virginia legislatures review the existing “Potomac River Bridges Towing Compact” to add four bridges not currently covered, as well as to add transportation responder agencies to the list of authorized agencies; recommended D.C. and Virginia consideration of allowing transportation incident responders to use flashing lights and audible sirens (Maryland already has this); and authorized the sending of stakeholder letters communicating the report and highlighting specific actionable items.

Since the resolution was approved, COG sent letters to legislative and administrative contacts and convened conference calls with legislative representatives. Progress included recently enacted “Move Over” and “Move It” policies in D.C., active consideration of transportation as incident response in upcoming Virginia legislative sessions, and pending Potomac towing compact expansion by all three jurisdictions. Additionally, TPB staff will propose relevant TIM coordination activities for inclusion in the draft FY2020 Unified Planning Work Program.

In response to a question from Mark Rawlings, DDOT Mr. Meese confirmed that the upcoming TIME presentation to the TPB was for information and not an action item

5. Review of Outline and Preliminary Budget for The FY 2020 Unified Planning Work Program (UPWP)

Lyn Erickson, Plan Development and Coordination Program Director, began in noting that at the January TPB meeting, there will be a memo regarding the Unified Planning Work Program (UPWP) as the last agenda item and that staff will return to the February TPB Technical Committee meeting with a draft document with action at the TPB level in March. She shared that the UPWP is a federally required document and contains work scope of TPB staff activities. She then provided an overview for committee members regarding MPO responsibilities. She framed the presentation as focused on fiscal resources, revenues and expenditures.

Concerning MPO revenue, Ms. Erickson shared details regarding how the MPO receives money including that the fact that the TPB is not the direct recipient of federal funding and there are 3 sources of funding those being new, old and current. She then shared an overview of the planning products and supporting processes provided via expenditures including data and information, methods and technical assistance which are provided towards various data products flowing from public participation and TPB member coordination and input codified in the long-range plan.

Ms. Erickson noted that each team leader will present portions of the UPWP for which their personnel are tasked with facilitating.

She then shared major components of UPWP work activities of the plan development and coordination team including long-range planning, the transportation improvement program and public participation. Aspects of the long-range planning process include the plan, federal compliance and policy board directed activities. Public participation and outreach is facilitated via the Citizens Advisory Committee, the Access for All Committee and communications.

Additionally, the plan development and coordination team facilitate mobility and enhancement programs including the Enhanced Mobility Grant Program, the Transportation Alternatives Set-Aside program (TAP) and the Transportation and Land Use Connections Program (TLC). TPB support and management is also a function of this team.

Mike Lake, Fairfax County asked a question regarding off-cycle amendments and jurisdictions' responsibilities for the air quality analysis of the plan to which Ms. Erickson noted that jurisdictions are responsible for the funding of this effort and would come from the Virginia technical assistance account.

Norman Whitaker, VDOT shared that VDOT would like to coordinate with localities regarding off-cycle amendments because the TPB prefers to do one off cycle amendment for the next work program update, all Virginia stakeholders should unify their efforts via VDOT. Ms. Erickson followed up in describing the process by which a letter would be submitted to TPB staff requesting any amendments and staff will then work with requesting agencies in the facilitation of that process.

Concerning public involvement, Gary Erenrich, Montgomery County noted that he observed an extensive range of activities for the Visualize 2045 plan in which a great deal of data on public opinion was collected and what is to be done with this data in respect to anticipated activities related to the data collected as a result of such inputs. Ms. Erickson replied in noting that she will take such potential activities into consideration however, she cannot be certain as the department is currently in the process of hiring more staff to perform greater functions like Mr. Erenrich's suggestion.

Victor Weissberg, Prince George's Co. Exec. Office, asked a question related to the analysis of transit-oriented development (TOD), connectivity to activity centers and the proximity of employment to the centers.

Kanti Srikanth, TPB Staff Director, clarified a distinction between the work activity of the TPB and other bodies and that land use analysis is not a primary function of the TPB. However, the TPB is working closely with the regions planning directors to provide specialize support. He also noted that the onus is on jurisdictions in this context to take action in such regards. He shared that COG's housing and planning directors have a work program dedicated to such activities and that they anticipate producing a plan in the upcoming several months.

Additionally, Mr. Srikanth noted that the purpose of the performance analyses that is conducted by TPB staff is intended to inform municipalities of metrics for transportation improvement pertaining to mobility and accessibility and that the oversight authority of the TPB is that of a regional body and not that of a jurisdictional one. He reminded members to be aware of the specific products that are regularly provided to localities via the TPB planning process.

Mr. Weissberg replied in recognizing the need to emphasize continued collaboration amongst governance bodies to collectively engage the implementation of regional policies that support cross sectoral progressive and equitable development.

Kristin Calkins, DOP acknowledged that there is a great deal of activity taking place within the regional planners' forum and that jurisdictions have been highly engaged in addressing the issues that Mr. Weissberg identified and that perhaps planning directors' activities should be shared more frequently with members of the TPB and its technical committee.

Andrew Meese, Systems Performance Planning Program Director, then discussed major components of UPWP work activities of the systems performance and planning team.

Mr. Meese began in framing how planning elements are a collection of activities that support the overall plan and that the key objective is to provide opportunities for regional consideration coordination and collaborative enhancement of planning for each element of the work program.

Planning elements include, performance-based planning and programming, the congestion management process, systems performance, operations and technology planning, transportation emergency preparedness planning, transportation safety planning, bicycle and pedestrian planning, regional public transportation planning, freight planning and Metropolitan Area Transportation Operations Coordination Program planning. He then identified specific activities associated with each of these planning elements.

Mr. Erenrich noted that neither the Commuter Connections program or Transportation Demand Management (TDM) are identified in the UPWP to which Mr. Srikanth clarified that although the Commuter Connections program is overseen by the TPB, it operates under its own work program which is currently under development and will be presented to members of the technical committee once completed. Mr. Erenrich suggested language included that recognizes the work of this group as part of the overall UPWP planning process.

Dusan Vuksan, TPB transportation engineer, then began to discuss the major components of UPWP work activities related to the travel forecasting & emissions analysis team. The travel forecasting activities encompass transportation network development and travel models and development support. Mr. Vuksan noted that the key activity for this element of UPWP in the next fiscal year will be the development of the next generation travel model. The mobile emissions planning activities cover air quality conformity analysis and mobile emissions analysis. Mr. Vuksan noted that the team will have to pay special attention to changes in mobile emissions modeling related to the new GHG regulations. Mr. Vuksan shared technical details pertaining to specific software models and activities related to ongoing planning efforts.

Tim Canan, Planning Data and Research Program Director, shared the major components of UPWP work activities related to the planning data and research team. He shared that his team engages in travel monitoring, travel trends analysis, and data programs in addition to scenario planning, socioeconomic forecasting and technical assistance. As it relates to travel monitoring and data programs, his team produces the 10-year Regional Travel Survey, which informs the regional travel demand model and other important regional analyses, performs travel trends analysis studies and research, maintains the Regional Transportation Data Clearinghouse and the department's GIS, and performs GIS data and analysis across all department functions. His team also manages the UPWP Technical Assistance Program, providing technical assistance to DC, VA, MD and WMATA. Additionally, his team manages the continuous airport system planning program, which is not directly part of the UPWP, but its outputs are used and is an important part of the regional transportation planning process.

Ms. Erickson returned to provide next steps which are the finalization of revenues and the draft document to share with the technical committee in February. She encouraged members to share comments regarding the process and provided a deadline of January 18. In March the current UPWP will need to be amended to remove projects that were not able to be completed, put them in FY 2020 and then obtain the final approval of the work program. She asked that comments be directed to her attention.

6. Visualize 2045 Initiatives: Prioritizing Transit Station Areas for Walking and Bicycling Improvements

Mr. Swanson briefed the committee on a proposed approach for identifying a limited list of transit station areas for bicycle and pedestrian improvements. He explained that in a board resolution approved in December, the TPB directed staff to conduct this work to promote implementation of one of the seven aspirational initiatives in the Visualize 2045 long-range plan. He described the origin of this task and its purpose, as well as a methodology and proposed schedule.

Mark Phillips, WMATA suggested that stations with deficient ped/bike infrastructure could be better identified through a walkshed analysis than through an analysis of intersection density, which was what Mr. Swanson described. He also suggested that staff might use WMATA's development pipeline tool to assess demand near given stations.

Kristin Calkins, DOP agreed with Mr. Phillips that it would be more accurate to use a walkshed analysis rather than an analysis of intersection density to assess network deficiencies.

Nicole McCall, TPB staff said that staff had extensively discussed which type of analysis to use to assess deficiencies. She said that WMATA staff had suggested that it would be easier and just as accurate to use an intersection density. She also said that staff may reconsider whether to use a walkshed analysis.

Bob Brown, Loudoun County suggested that when staff conduct outreach to the jurisdictions, they should begin by contacting the TPB Technical Committee members, but also include a wide array of other jurisdiction staff who may serve on other COG/TPB committees.

Mr. Swanson agreed, adding that it would be very important to conduct thorough outreach to the jurisdictions.

Mr. Brown said that existing stations should be given priority over future stations.

Charles Freeman, Frederick County suggested that commuter bus stations might be included.

Mr. Swanson stated that commuter buses have not been included in the TPB's definition of high-capacity transit, but this comment would be taken into consideration.

Mr. Erenrich noted that federal funding programs have recently started to emphasize rural transit. He also noted that several commuter rail stations in his jurisdiction are reaching parking capacity.

Kari Snyder, MDOT asked when an update on this activity would be brought back to the committee. Mr. Swanson said it would probably be brought back in a couple months. Ms. Snyder asked if a technical advisory committee would be formed for this work. Ms. Erickson replied in saying that the planning for this work had not gotten that far yet.

7. Visualize 2045 initiatives: expanding the national capital regional Trails network

Mike Farrell, COG/TPB staff briefed the committee on a proposed work plan for expanding the National Capital Trail.

Mr. Farrell noted that the same resolution John Swanson referred to also called for staff to expand the National Capital Trail into a trails network that will cover all the TPB member jurisdictions.

He shared that the Bicycle and Pedestrian Subcommittee recommended that TPB staff build on the work done by the Capital Trails Coalition, which has developed a trails plan covering the urban core and the inner suburbs. However, this plan leaves out the outer jurisdictions of Frederick, Loudoun,

Prince William, and Charles Counties and the Capital Trails Coalition includes the National Capital Trail.

The next step is to meet with the Capital Trails Coalition staffer and receive a briefing on their methodology for data gathering. For that TPB staff will need to identify a GIS staff member who can attend this meeting and work on this project.

He confirmed that the Bicycle and Pedestrian Subcommittee will receive the work plan at its January 24 meeting, and review and approve the Capital Trails Coalition goals and criteria for network inclusion. Staff will then visit the four outer jurisdictions and gather trails data. Subsequently, staff will work with the outer jurisdictions and apply the selection criteria to determine which trails will be in the regional trails network with the caveat that trails must be paved (or crushed stone), ten to twelve feet wide, continuous with a high-quality connection to the regional network, have a right of way identified, and be in an agency plan.

He shared that the Capital Trails Coalition has been working on this for three years and they have developed a good template and that with any luck this process will go smoothly, and we will be able present a regional network to the Bike/Ped Subcommittee for approval at the May meeting, and to the TPB in June.

Kari Snyder, MDOT asked if we would be refining the existing Capital Trails Coalition network. Mr. Farrell replied that the network is in a process of continuous adjustment, as new trails meet the selection criteria. However, that lack of connectivity to the network is a key selection factor. For example, Upper Montgomery County has several trails that are not included in the Capital Trails Coalition network because they lack a high-quality connection to the network.

He noted that maintenance and updates are another issue. Mr. Farrell said that he would propose that COG house the GIS data, and adopt a schedule for updating the network.

Ms. Snyder wanted to make sure that the trails in the network would be in an agency plan in some form or fashion. Mr. Farrell replied that they would be.

Finally, Ms. Erickson said that if members have further questions they should contact Mr. Farrell directly.

8. 2017/2018 Regional Travel Survey Update

(This item was postponed until the Feb. 1 TPB Technical Committee Meeting due to time constraints).

9. Regional Bus Service Provision Study

Arianna Koudounas, TPB staff briefed the committee on the results of a study of bus provision in the region, completed as a FY 2018 UPWP Technical Assistance project. She noted that the Regional Bus Service Provision Study report was finalized in June of 2018 and is now available [online](#). She explained the two-fold purpose of the study: to better understand the variance in agencies' costs, funding structures and operational practices; and to identify strategies for enhancing efficiency and improving collaboration between agencies. She also shared local examples of existing customer and agency-oriented coordination among the region's transit agencies. Ms. Koudounas concluded by highlighting the key recommendations for improving efficiency between the region's 12 transit agencies.

10. Long Bridge Update

Katherine Youngbluth, DDOT, briefed the committee on the latest developments in the Long Bridge Environmental Impact Statement (EIS), beginning with a review of existing conditions and an overview of the overall study. She noted that the Long Bridge is a two-track steel bridge built in 1904. It is owned by CSX Transportation and serves freight, intercity passenger, and commuter trains. It currently serves about 76 trains each weekday. The study is currently in the National Environmental Policy Act (NEPA) study phase. Previous phases included a feasibility study and a planning study. She highlighted the increase in the number of trains projected to use the Long Bridge between now (76 trains per weekday) and 2040 (192 trains per weekday) as one of the factors driving the need for the project. In addition to the need for increased railroad capacity, other factors driving the purpose including the need for network connectivity, railroad resiliency and redundancy.

Three alternatives were under consideration in this phase of the project: a no action alternative and action alternatives A and B. Action alternative A proposes the construction of a new 2-track bridge structure upstream and the retention of the existing Long Bridge. Action alternative B proposes the construction of a new 2-track bridge, but also removes the existing Long Bridge and replaces it with a new 2-track structure. Action alternative A was selected as the preferred alternative because it had lower capital costs, shorter construction duration, and fewer impacts than alternative B. To meet the “Section 4(f)” mitigation requirements, a new bike-pedestrian crossing upstream of the new railroad bridge is proposed. A record of decision on the EIS is likely to be published during the spring of 2020.

Mr. Srikanth noted that the proposed bicycle-pedestrian connection between the District and Virginia is a priority of the TPB and that it is good to see it included in the Long Bridge study. He also mentioned that the TPB is working with the DOTs to study the possibility of run through service by MARC and VRE which is consistent with the work being done in the Long Bridge study. He further asked that given the multiple owners and stakeholders involved in the project, how would funding be secured? Ms. Youngbluth responded that while funding has not yet been identified, and this complex topic is being discussed and worked through among the study team members. Mr. Malouff added that this is a project of national as well as regional significance and that if, for example, North Carolina and Florida want to add Amtrak service that connects to the Northeast corridor they will need the added capacity over the Long Bridge to enable that growth. In response to a question from Mr. Canan, Ms. Youngbluth stated that the greater impacts associated with alternative B are associated with the bridge structure itself as well as with the additional landscape impacts associated with building a replacement bridge.

11. UPWP Technical Assistance Project Updates

Tim Canan, TPB Planning Data and Research Program Director, briefed the committee on the UPWP Technical Assistance Program. This presentation included an overview of the Technical Assistance Program in general, a summary of the FY 2019 program, and a description of key projects in the FY 2019 program.

He explained that the Technical Assistance program is unique to TPB among large MPOs and it is funded as an agreed-upon percentage of the UPWP work program. Technical Assistance projects fall into three general categories: (1) projects that assist state and local agencies with pre-planning analyses, (2) internal data gathering projects, and (3) studies that inform larger regional interests.

Mr. Canan highlighted several Technical Assistance projects in the FY 2019 work program. The first project will be a consultant study to conduct an independent evaluation of Big Data. This study will review TPB’s data, research, and modeling program requirements; review what other comparable MPOs have done to use Big Data; evaluate available Big Data sources; and provide

recommendations on what, if any, Big Data sources might be appropriate to consider for TPB's data, research, and modeling programs.

Mr. Canan also briefed the committee on a forthcoming study to assess the potential market for a one-seat commuter rail service between the State of Maryland and the Commonwealth of Virginia. This MARC-VRE Run Through Study will determine if the potential exists to support such a service and inform future efforts to further explore this potential opportunity.

Mr. Canan also explained to the committee that both Maryland and Virginia have committed a portion of their Technical Assistance budgets to provide additional funding to support projects in the Transportation Land-Use Connection (TLC) program, and that the District of Columbia and WMATA have committed Technical Assistance funds to support the completion of additional monitoring reports to comply with TIGER Grant performance monitoring requirements. At the end of Mr. Canan's presentation, one question was raised asking whether there were plans to inform the TPB of the MARC-VRE Run Through study, given the publicized regional interest. Mr. Canan concurred and indicated that it would be appropriate to inform the TPB of this study soon.

12. Other Business

- **Citizens Advisory Committee (CAC) recruitment status update**

Lyn Erickson explained the recruitment process and noted that at the Jan. board meeting the recommended recruits will be announced and the board will act on the appointments.

- **AMPO annual membership**

Lyn Erickson explained what AMPO is and that our membership dues are \$25,000 and that this will be shared in the director's report of the TPB meeting. She noted that AMPO membership comes with a lot of positive benefits and resources.

- **Environmental Justice reminder**

Lyn Erickson reminded members that the EJ report was postponed at the Dec. TPB meeting and will be presented at the Jan TPB meeting

- **Request for presentations on local projects which exemplify the seven endorsed initiatives and TPB news article submissions**

Lyn Erickson encouraged committee members to reach out to her regarding regional activities that can be highlighted via the tech committee that are consistent with the aspirational element of the long-range plan.

She also shared that Loudoun county has reach a population of 400,000 and will receive an additional representative member to the TPB. However, this does not impact the outcome of weighted voting.

She noted that in instances were a jurisdiction's board membership will be changing for calendar year 2019, that we will need to receive an appointment letter for our records.

She also noted that building security passes will be provided at the February TPB meeting.

13. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – January 4, 2019**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Kristin Calkins

MARYLAND

Charles County Alex Waltz

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 -----
MDOT Kari Snyder
Meredith Hill
Takoma Park -----

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax Chloe Ritter
Fairfax County Mike Lake
Malcolm Watson
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC -----
Prince William County Paolo Belita
PRTC -----
VRE Sonali Soneji
VDOT Norman Whitaker
Regina Moore
VDRPT Ciara Williams
Xavier Harmony
Todd Horsley
Clinton Edwards
NVPDC -----
VDOA -----
WMATA Mark Phillips

FEDERAL/REGIONAL

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

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Abigail Zenner, DTP
Dusan Vuksan, DTP
Matthew Gaskin, DTP
Martha Kile, DTP
Arianna Koudounas, DTP
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