



Technical Committee Minutes

For the meeting of
November 2, 2018

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the October 5, 2018 Technical Committee Meeting

2. Coordinated Human Service Transportation Plan

Lynn Winchell-Mendy, COG/TPB staff provided an overview of the draft 2018 Coordinated Human Service Transportation Plan for the National Capital Region, which is required to be renewed every four years. She noted that the plan was developed with guidance from the TPB's Access for All Advisory Committee (AFA) and is a Federal requirement for TPB/COG as a designated recipient of the Enhanced Mobility for Seniors and Individuals with Disabilities Program. Ms. Winchell-Mendy then provided an overview of the Enhanced Mobility Program and addressed the benefits of coordination the program emphasizes. The Key Elements of the Coordinated Plan are, unmet transportation needs, inventory of existing services, strategies for improved service and coordination, priority projects and a competitive selection process.

Each of these elements was presented in more detail. Unmet transportation needs were identified in consultation with the (AFA) and include four themes which are availability, affordability, awareness and accessibility. The inventory was based on the Reach a Ride database with updates from stakeholders. The (AFA) also helped develop the strategies to address the unmet needs; expanding availability, increasing awareness, improving accessibility and making options more affordable. Ms. Winchell-Mendy named and briefly discussed the eight Priority Projects, which allow for a higher score if included in an Enhanced Mobility application.

These priority projects include Mobility Management at the system and individual levels, Coordinated Planning, Travel Training, Door-through-Door/Escorted Transportation, Increase Access to Transit Stations/First Mile/Last Mile Connections, Increase Wheelchair-Accessible Options (taxi & ride-hailing), Volunteer Driver Programs and Tailored Transportation Service for Clients of Human Service Agencies where vehicle acquisition falls.

Continuing, Mrs. Winchell-Mendy explained that the final element of the Coordinated Plan is the competitive selection process where an Enhanced Mobility review committee is convened every 2 years following the solicitation. The selection criteria are utilized to determine which projects will be granted funding. Ms. Winchell-Mendy named and briefly discussed the seven criteria and associated scores. These criteria include, Coordination Among Agencies with a maximum of 25 potential points, Responsiveness to Coordinated Plan (Strategies & Priority Projects) with a maximum of 20 points, Institutional Capacity to Manage & Administer an FTA Grant with a maximum of 20 points, Project Feasibility with a maximum of 15 points, Customer Focus with a maximum of 10 points, Regional Need with a maximum of 5 points and Equity Emphasis Areas 5 points.

Ms. Winchell-Mendy concluded in explaining that the Equity Emphasis Area criterion is new with the 2018 Coordinated Plan update. She closed with next steps, which will be release of the Coordinated Plan for a 30-day public comment period from November 8 through December 7, a presentation to the Transportation Planning Board in November, and a request for TPB approval at the December 19 meeting.

There were a few questions on the solicitation process which will begin in the Summer of 2019.

3. Visualize 2045: Subject Matter Expert Reports on TPB's Seven Endorsed Initiatives Discussions

Kanti Srikanth, COG DTP Director, noted that the Technical Committee was recently briefed by the Commuter Connections Subcommittee, the Regional Public Transportation Subcommittee, and the Bicycle and Pedestrian Subcommittee on the months-long discussions each have had in response to TPB Chair Charles Allen's charge from January 2018 to advance the 7 initiatives endorsed within the new long-range transportation plan. TPB staff and members were challenged to develop actionable ideas to implemented policies, programs or projects that can advance the endorsed initiatives.

Mr. Srikanth announced that the TPB will be holding a special work session directly prior to the board meeting where members will be debriefed on the recommendations that surfaced from the concerted efforts of the board's subcommittees which are reflected in the memo associated with this agenda item. During the subsequent board meeting members are anticipated to discuss concerns and questions regarding the recommendations with the goal of gauging what level of consensus members may come to regarding priority actions that member jurisdictions can take locally and regionally.

Depending on the outcome of this November discussion, in December, the board may vote on a resolution in support of agreed upon recommendations. Such a resolution could pave the way for new priority action items to be included in a future constrained element of the long-range plan.

Mr. Srikanth noted that in addition to the recommendations of the TPB's subcommittees, COG's Department of Community Planning and Services has also worked with the regional planning and housing director's committees. They have generated a series of recommendations as they relate to land use and bringing jobs and housing closer together, which they shared with the COG Board. The COG Board adopted a resolution in September 2018 that charged the planning and housing directors with investigating how their recommendations can become more concrete. The planning directors are developing a work plan which is highlighted in this agenda item's memo as well and will be brought before the TPB in 2019.

Paul DesJardin, COG Director of Community Planning and Services, shared some brief comments regarding the challenges ahead for his team and for the housing and planning directors in actualizing the development goals.

Gary Erenrich, Montgomery County suggested that an analysis of each jurisdiction be performed as it relates to housing. He also noted that a big problem is that units aren't being built for families in activity centers. Mr. DesJardin concurred with Mr. Erenrich's observation. Mr. Erenrich continued in noting that due to the different time tables for jurisdictions in their individual planning processes, achieving collaboration in implementing commonly themed objectives will be difficult. Mr. Srikanth noted that no time limits or expectations are being set for any jurisdiction as it relates to actualizing the 7 endorsed initiatives. There was subsequent group discussion and suggestions from members on strategies for implementation, including the TPB collaborating with WMATA to perform a regional needs assessment.

Mr. Srikanth concluded by encouraging committee members to thoroughly review the recommendations contained in the item's memo.

4. Review of TPB Safety Activities Including the Street Smart Annual Report

Jon Schermann, COG/TPB staff began the briefing by providing an overview of the safety activities of the TPB work program; the role of the Safety Subcommittee, the Street Smart Advisory Group, and other subcommittees; and related safety activities at COG. He reminded the committee of TPB Chair Allen's reflections on the death of his friend in a pedestrian crash and how that highlights the importance of our region's collective efforts to reduce fatalities and serious injuries. He noted that safety is an important component of the TPB vision, that it appears throughout the regional transportation priorities plan, that it is a key element of our complete streets policy, and that each year the TPB approves a UPWP with numerous safety components.

Mr. Schermann then reviewed the elements of the safety planning task of the UPWP and identified several program areas and committees that work on safety issues; including the Transportation Safety Subcommittee, the Street Smart Advisory Group, and the Bicycle and Pedestrian Subcommittee among many others. He also noted that staff is developing an RFP to engage a consultant to analyze the region's safety data and identify projects, programs, strategies, and/or policies that can be applied by the board and/or by our member jurisdictions.

Michael Farrell, COG/TPB staff spoke to a PowerPoint on the Street Smart pedestrian and bicycle safety education campaign. He noted that in terms of marketing, mass media is a niche where the TPB can add value. Also, Street Smart is one media campaign for one media market and that it's not cost effective for individual jurisdictions to buy their own ads.

A key finding presented was that as of 2017, 26% of the region's traffic fatalities were pedestrians or bicyclists.

Additionally, Mr. Farrell stated that funding for Street Smart is largely federal, with WMATA contributing some local funds. COG's own administrative expenses are covered out of the COG dues.

Also, press events have been effective and have generated a significant amount of media coverage.

Regarding paid media, the campaign consists of transit, radio, digital, shelters, gas pump toppers, and internet ads. He noted that pump toppers enhance outreach to motorists in areas where there is limited transit service.

Continuing, Mr. Farrell explained that the value of donated media greatly exceeds the paid media budget and that much of it is free exposure on transit agency buses. Also, Street Teams and Enforcement Activations engage the public directly and help generate further press coverage. He explained that enforcement activations take place when staff notify the press about the time and location where the enforcement will be occurring.

Mr. Farrell shared that the program's effectiveness is evaluated via a survey which helps to gauge the degree to which the public is hearing and remembering our messages. Results of the Spring 2018 survey illustrate a decrease in brand awareness. This year's fall campaign will take place between election day and Thanksgiving. The press event will take place on November 8 and the new element of appeal is the Virtual Reality events, which train people to look out for pedestrians. A yellow Camaro is used as an attention drawing prop. The annual report and demonstration of the virtual reality activity will be posted to the TPB tech and board meeting pages.

5. Performance-Based Planning and Programming (PBPP) Highway Safety Targets

Jon Schermann of COG TPB Staff provided a brief review of the five highway safety performance measures and noted that federal regulations require MPOs to either set numerical highway safety targets for each of them or agree to plan and program projects to continue toward the accomplishment of the state DOT targets. He noted that this process must occur annually and since the TPB decided to set numerical targets last year, staff anticipates that the board will make the same determination this year. Continuing, Mr. Schermann noted that the FHWA does not review MPO targets nor are there any regulatory consequences should an MPO not meet its targets. He then introduced the guest speakers: Stephen Read, VDOT; Kelly Melhem, MHSO; and Leon Anderson, DDOT.

5A. PBPP Highway Safety Targets: Virginia

Stephen Read, Virginia Department of Transportation (VDOT), reviewed recent trends in safety data, Virginia's highway safety target setting methodology, the work Virginia is doing to help its MPOs set their own safety targets, and the development of a new target setting methodology to be used in the future.

Mr. Read shared that the methodology Virginia uses to set the 2019 safety targets is different than what was used the year prior. He noted that Virginia crash trends are changing with fatalities increasing and serious injuries leveling off. These trends make it difficult to use five-year averages to make forecasts. For 2019 targets, Virginia has used annual trend lines to forecast 2018 and 2019 safety data from which the five-year average targets were calculated. Mr. Read then reviewed each of the five statewide highway safety targets that were reported to the FHWA.

Continuing, he explained that to assist MPOs, VDOT has developed a tableau crash analysis tool that provides fatality and serious injury data customized for each MPO's planning area. This tool also provides 5-year rolling average data and forecast data to help MPOs set their own safety targets.

Also, in response to feedback from the Commonwealth Transportation Board, VDOT has developed a new target setting plan with five steps: (1) determine if the main factor of the crash was related to infrastructure or behavior; (2) determine the degree to which behavioral crashes can be addressed through infrastructure countermeasures; (3) analyze external factors to predict future crash levels to establish future baseline conditions; (4) evaluate the anticipated impacts of funded projects and strategies; and (5) establish data driven, realistic, and attainable safety targets.

Mr. Read noted that Virginia's Smart Scale efforts are helping to promote new thinking with respect to safety, especially with respect to justifications for widenings or new signals, innovative intersections and interchanges, and accommodations for non-motorized and transit users. He concluded by noting that Virginia has recently completed a pedestrian safety action plan with an additional \$8 million in funding. The Commonwealth is also shifting some focus from signalized to stop controlled intersections and continuing to address roadway departures.

5B. PBPP Highway Safety Targets: Maryland

Kelley Melhem, Maryland Highway Safety Office (MHSO), presented information on Maryland's latest highway safety performance targets, the methodology used to set them, and plans and projects for the future. She began by noting that her agency is mindful of the fact that fatalities are not simply statistics, but people with extensive relationships that are tragically cut short in such events. She included a slide containing photos of all the people that have died recently in impaired driving crashes in Maryland.

Continuing, Ms. Melhem stated that MDOT's goal is to ensure a safe, secure, and resilient transportation system for all users with the objective of reducing the number of lives lost and injuries sustained on Maryland roadways. She noted that the only acceptable number of such deaths is zero and that Maryland's "Towards Zero Deaths" approach will reduce highway fatalities and serious injuries by at least 50% by 2030, from a 2008 baseline.

She then shared the state's interim targets based on 5-year rolling averages for total fatalities, total serious injuries, fatality rate, serious injury rate, and total nonmotorized fatalities and serious injuries. Both the number of fatalities and the fatality rate in Maryland increased in 2017. She noted the relationship between increasing VMT and the number of fatalities and serious injuries and that one of every five traffic fatalities in Maryland is a pedestrian.

Ms. Melhem then reviewed the results of applying the statewide target-setting methodology to the Maryland portion of the National Capital Region as it relates to each of the five performance measures and noted that with respect to total serious injuries and the serious injury rate, the region is already meeting the targets.

Ms. Melhem closed by sharing that Maryland recently began a grant funded project with the National Study Center to develop a predictive modeling component to their process that will incorporate new variables such as employment, weather, and others with the goal of identifying engineering and behavioral actions that can make Maryland roads safer in the future.

5C. PBPP Highway Safety Targets: District of Columbia

Leon Anderson, District Department of Transportation (DDOT), presented information on DDOT's process for setting highway safety targets for 2019, including observed trends and recent DDOT actions. He reviewed the organization of the Highway Safety Office and the importance of the Vision Zero program. He quickly reviewed the FAST Act requirements for the Highway Safety Improvement Program (HSIP), the purpose of the program, and the five performance measures. He then spoke to a slide which illustrated the five-step process that DDOT follows in developing safety targets: stakeholder coordination, data collection, trend analysis, external factor consideration, and adjustment and finalization of targets. The District is seeing increasing exposure to accidents as travel increases.

Mr. Anderson then spoke to a change in data in August 2015, when the Metropolitan Police Department (MPD) revised its serious injury data collection process, in accordance with the MMUCC (Model Minimum Uniform Crash Criteria). He then presented graphs going back to 1951 of fatalities and injuries, both annual numbers and the five-year rolling average as used in the federal performance measures. There are definite long-running trends over time which are not always explainable. However, in the long run it is clear that road users are considerably safer these days. Mr. Anderson then showed graphs for each performance measure with the annual data and with the five-year rolling average data, along with the best-fit polynomial equations for each.

The result of the polynomial equation, extrapolated out for the five-year average over 2015 through 2019, was used to set the new highway safety targets for that period. Recent trends in 2018, even though the data is not included in these calculations, appear to support the selected targets. He noted that fatalities are going up, and highway serious injury data even more so; but non-motorized serious injuries are going down. He then showed the 2019 targets compared to those established for 2018.

Mr. Anderson also spoke to external factors that are affecting safety in the District, including population growth, employment growth, and tourism growth, all of which result in a daytime population that is much greater than the resident population. Non-motorized travel is increasing at three to five percent per year, with the District a leader in bike mode share and in new modes like scooters. He also spoke to factors in fatalities, including mode, seat in car, time of day, and type of accident.

Mr. Anderson closed with a review of actions by DDOT to improve safety, including the installation of HAWK pedestrian signals, re-working intersections, closing sidewalk gaps, and bike lane installation. As the Mayor recently announced, DDOT plans to implement Right Turn On Red (RTOR) restrictions at a hundred intersections. There were no questions from the audience.

5D. PBPP Highway Safety Targets: National Capital Region

Mr. Schermann briefed the committee on the region’s highway safety data for 2017, reviewed progress made towards the safety targets established last year and presented two approaches for setting regional highway safety targets for 2019.

He noted that both the number and rate of fatalities increased between 2016 and 2017 while the number and rate of serious injuries as well as the number of nonmotorist fatalities and serious injuries declined over the same period. Mr. Schermann then showed a series of charts indicating that, because of the 2017 increases in fatalities, it is very likely that the region will not meet the fatality rate targets set last year.

Mr. Schermann then reviewed two approaches to establishing 2019 safety targets. Option A, consists of developing sub targets for each state’s portion of the National Capital Region using the respective state methodologies, and then mathematically combining the three sub targets into a single set of regional targets. Option B is the same as Option A except that no targets can be higher than what was set last year. Targets derived using each option are displayed below:

Performance Measure*	2015-2019 Target	2015-2019 Target
	<i>Option A</i>	<i>Option B</i>
# of Fatalities	260.6	253.0
Fatality Rate (per 100 MVMT)	0.611	0.588
# of Serious Injuries	2,919.6	2,919.6
Serious Injury Rate (per 100 MVMT)	6.564	6.564
# Nonmotorist Fatalities & Serious Injuries	508.6	508.6

* 5 year rolling average

Mr. Schermann noted that next steps included updating the target setting methodology based on the Technical Committee’s feedback, presenting draft targets to the Technical Committee in December, presenting draft targets to the TPB in December, and requesting Board approval of targets at the January TPB meeting.

In response to questions from Kari Snyder, MDOT, Norman Whitaker, VDOT and Meredith Hill, MDOT, Mr. Schermann noted that there are no consequences for an MPO that does not meet their targets, but states that do not meet their targets lose discretion in the programming of safety funds. Mr. Whitaker asked if there are any consequences for the state in the case where the state meets their targets, but an MPO within the state does not meet their targets. Mr. Schermann responded that states are only evaluated on statewide targets, not on any of their MPO targets.

Mr. Srikanth added that his takeaway from the VDOT presentation was that their Board was trying to understand what is causing the rise in fatalities. He questioned whether it is engineering, enforcement, or education related and stated that with a process to set meaningful targets and meet them, the question remains as to what can be done to improve outcomes. He then noted that the TPB is trying to understand this issue as well and that TPB staff plan to engage a consultant to contribute through an evaluation which can lead to a better understanding of why the safety outcomes are different in our various jurisdictions and to obtain a greater understanding of what are the contributing factors. Setting targets should lead to improving safety.

Bob Brown, Loudoun County, 2018 technical committee chairman, shared that VDOT is investigating engineering methods that impede intoxicated motorists, such as a device that recognizes an operator's blood alcohol content. Gary Erenrich, Montgomery County, noted that the technology exists and is currently in place for motorists with a record of impaired driving. He also suggested that performance measures that address issues like impaired driving through tracking of enforcement activities may be beneficial in the sense that states would be able to analyze variation in the location of fatalities. Mr. Schermann noted that lower-level performance measures are tracked by the states through their Strategic Highway Safety Plan (SHSP) emphasis areas and that Maryland is encouraging the counties to develop their own SHSPs, and that both Prince George's and Montgomery counties are engaged in such a task.

Ms. Melhem concurred in noting that several counties in Maryland have developed or are in the process of developing county-level SHSPs with the support of state sponsored workshops. She also noted that statewide level analysis suggests that the primary drivers of fatalities occur from seat belt infractions, impaired driving (both alcohol and other intoxicants), in addition to excessive speeding, and distracted driving.

6. Citizens Advisory Committee Recruitment and Selection

Mr. Swanson announced that the recruitment period for applications for the 2019 Citizens Advisory Committee will be open between November 9 and December 12. He described the mission and history of the CAC. He also described the requirements for CAC membership and asked Technical Committee members to encourage appropriate potential members to apply.

7. Autonomous Vehicles/Technologies and the TPB

Bob Brown, Loudoun County, 2018 technical committee chairman, introduced this item in sharing that he was recently in attendance for the Virginia Governor's transportation conference, with the theme of innovation, where autonomous vehicles were a major topic of discussion.

Andrew Meese, Systems Performance Planning Program Director, presented on aspects of the TPB's work program noting that Technology changes are moving quickly, evidenced by eleven years since the iPhone and Android mobile devices were introduced, which have had great impacts on transportation.

He stated that autonomous vehicles (AVs) are just one aspect of numerous emerging technologies, such as shared mobility, high-speed rail lines powered by maglev tech; alternate fuels; intelligent transportation systems and big data; unmanned aerial vehicles (drones); and delivery robots. There are already examples of AVs operating nationally and throughout our region, including the AV test corridor in Northern Virginia, a driverless shuttle at National Harbor in Maryland, and Ford's self-driving test fleet in the District of Columbia. Among the challenges in planning for (AVs) is knowing what the speed of technological advancement will be, ambiguous market preference for privately-owned versus shared vehicles, economics, and social acceptance.

He continued in noting that the impacts of AVs on the transportation system are uncertain, and may be mixed, with influences that may tend to increase congestion in some ways and locations and decrease congestion in other ways/locations. Impacts on transit and non-transportation issues such as land use and employment will also be significant, yet uncertain.

Mr. Meese noted that there are national examples that can aid the TPB as it determines its future efforts. For example, the North Central Texas Council of Governments has an assigned senior staff person and separate work program task on (AVs), including their accommodation and encouragement. Additionally, the Atlanta Regional Commission has undertaken scenario testing and developed technology policy documents. The Northern Virginia Transportation Authority (NVTA) has also undertaken scenario testing and hosts an annual forum. A 2018 group within COG's Institute for Regional Excellence Certified Public Manager program studied the AV future and envisioned roles for the TPB to assume regarding safety and security, environmental impacts, economic impacts, and overall planning and investment in such technologies and their implications.

Mr. Meese cautioned that, (AVs) will impact a wide range of the TPB's planning tasks, examples in how include plan development, congestion management, performance target setting, freight, public transportation, safety, emergency preparedness, travel forecasting, ridesharing, and advocacy for accessibility.

He advised that planning for (AVs) will, out of necessity, become an ongoing effort of critical engagement and that staff plan to proceed with diverse levels of engagement and developmental activity including the continued compilation process of information gathering on related member agency activities; the monitoring of scientific literature; attending external local, regional and national events; performing field visits; investing in skills building; and utilizing the great benefit of the TPB's existing Systems Performance, Operations, and Technology Subcommittee (SPOTS), which has been designed to host innovative technology topics, discussions, and presentations or subject specific themed meetings; with cross-briefings to the Technical Committee, TPB members and myriad external stakeholders.

Mr. Meese enthusiastically acknowledged that TPB staff are continuously looking forward to ongoing discussions on expansion of activities like dynamic scenario planning, enhanced UPWP considerations; committee evolution and subject matter prioritization, growth, and critical policy-level engagement efforts.

Sree Nampoothiri, NVTA, announced that NVTA will host its next forum on (AVs) on March 13, 2019.

Kristin Calkins, District Office of Planning, noted that the District of Columbia is implementing a study on the impacts of (AVs) on the territory over five-year increments through the year 2040.

Mr. Meese requested and encouraged that any information on this and any other member agency AV-related plans, studies, or events be shared with Mr. Srikanth and his staff respectfully as they come about.

Kari Snyder, MDOT, noted that Maryland has a statewide vision and planning documents for (AVs) and made her staff available and open to collaboration concerning the subject.

Mr. Srikanth noted the take-away is that we are starting to compile region-specific information on how this region can be prepared, for developing its long-range transportation plans, for its investment considerations, and for congestion monitoring. He asked what would be most useful to inform the decision makers of this region and how should this be reflected in the TPB budget?

In response to a question from a member of the public audience, a Mr. Orleans, Mr. Meese noted that SPOTS had no plans at this time for presentations on maglev or the hyperloop, and he anticipated that any such presentations would take place at a higher-level committee rather than SPOTS.

Bob Brown, Loudoun County, 2018 technical committee chairman, then shared that, in respect to Mr. Kanti Srikanth's request, that he will provide TPB staff with materials that were prepared from the aforementioned VA Gubernatorial Conference with the effort in aiding staff in their efforts to get in front of the implications in transportation planning as it relates to the prospective reality of Autonomous Vehicles and other such matters pertaining to state of the art technology.

8. Other Business

- Eric Randall reminded Technical Committee members that part of the performance-based planning process requirement is that we have an agreement between the TPB and each agency that carries our federal PBPP requirement on both the transit and highway side.

For transit agencies there was a deadline for October 1st and yet TPB staff has only received 7 out of the 12 total letters needed. Staff is still anticipating letters from VDOT, Arlington, Fairfax, VRE and Metro. These letters will be needed for an upcoming desk audit by the US DOT FTA

- Lyn Erickson shared that the final draft of the Visualize 2045 plan document will be available for members at the November 16th TPB meeting. She also reminded members of the previous date change due to the Thanksgiving holiday and that the meeting will be held on a Friday as opposed to its originally scheduled Wednesday date.

Additionally, Ms. Erickson informed members that they should anticipate receiving a letter or email from COG asking member jurisdictions and agencies to verify their TPB member appointments given that the outcome of upcoming elections may influence the TPB's member composition.

Ms. Erickson also announced the vacancy of two planning positions within the DTP at COG.

9. Adjournment

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – November 2, 2018**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Kristin Calkins

MARYLAND

Charles County -----

Frederick County -----
City of Frederick Timothy Davis
Gaithersburg -----
Montgomery County Gary Erenrich
Prince George’s County -----
Rockville -----
M-NCPPC
Montgomery County -----
Prince George’s County Anthony Foster
MDOT Kari Snyder

Takoma Park -----

VIRGINIA

Alexandria -----
Arlington County Dan Malouff
City of Fairfax Chloe Ritter
Fairfax County Mike Lake
Falls Church -----
Fauquier County -----
Loudoun County Robert Brown
Manassas -----
NVTA Sree Nampoothiri
NVTC Dan Goldfarb
Prince William County Adam Weigel
PRTC Betsy Massie
VRE -----
VDOT Norman Whitaker
Regina Moore
VDRPT Ciara Williams
NVPDC -----
VDOA -----

WMATA

Mark Phillips

FEDERAL/REGIONAL

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

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Nicholas Ramfos, DTP
Bill Bacon, DTP
Brandon Brown, DTP
Kenneth Joh, DTP
Michael Farrell, DTP
Mark Moran, DTP
Eric Randall, DTP
Sergio Ritacco, DTP
Abigail Zenner, DTP
Leah Boggs, DEP
Lynn Winchell-Mendy, DTP
Dusan Vuksan, DTP
Matthew Gaskin, DTP
Arianna Koudounas, DTP
James Li, DTP
Jane Posey, DTP
Jon Schermann, DTP
Lynn Winchell-Mendy, DTP
Patrick Zilliacus, DTP
Dusan Vuksan, DTP
Jessica Mirr, DTP
Martha Kile, DTP
Charlene Howard, DTP
Sanghyeon Ko, DTP

OTHER

Alexandra Brun, MDE
Stephen Read, VDOT
Meredith Hill, MDOT
Sonya Lewis-Cheatham, VDEQ
Tony Lassetter
Bill Orleans
Nataly (last name not provided)