
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 18, 2026
Hybrid Meeting

MEMBERS AND ALTERNATES IN-PERSON

Matt Frumin - District of Columbia
Neil Harris - City of Gaithersburg
Canek Aguirre - City of Alexandria
Zack Kershner - City of Frederick
Tom Lonergan-Seeger - City of Greenbelt
Corey Pitts - MDOT
Stephen Kenny - Montgomery County
Dan Malouff - Arlington County
Walter Alcorn - Fairfax County
Ashley Hutson - City of Manassas
Bill Cuttler - VDOT
Kim McCool - VDOT
Regina Moore - VDOT
Dan Koenig - FTA

MEMBERS AND ALTERNATES ONLINE

Cristina Henderson - District of Columbia
Heather Edelman - District of Columbia
Rebecca Schwartzman - DC Office of Planning
Mark Rawlings - District Department of Transportation
Meredith Soniat - District Department of Transportation
Mark Mishler - Frederick County
Ralph Patterson - Charles County
Arman Safakhah - City of Laurel
Oluseyi Olugebenle - Prince George's County Exec
Eric C. Olson - Prince George's County
Amy Wesolek - City of Takoma Park
Kari Snyder - MDOT
Thomas Patterson - City of Fairfax
Sonia Vásquez Luna - City of Manassas
Meagan Landis - Prince William County
David A. Reid - Virginia House of Delegates
Jennifer Boysko - Virginia Senate
Glen Warren - MWAA
Michael Weil - NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman

Mark Moran
Rachel Beyerle
Janie Nham
Debora Etheridge
Delanna Thomas
Robert d'Abadie
Dan Sheehan
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Ceriann Price
Thomas Harrington
Mike Farrell
Dan Sheehan
Tim Canan
Sergio Ritacco
Jose Lemus
Katherine Rainone
Eli Russ
Taran Hutchinson - MATOC
Tim Davis – CAC Chair
Bill Orleans – member of the public

1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY

Chair Harris opened the meeting welcoming members and sharing virtual meetings procedures and that the meeting is live streamed on YouTube.

Lyn Erickson called the roll call. She said the TPB has a quorum. She said that the TPB received no public comments this month.

2. APPROVAL OF THE FEBRUARY 18, 2026 MEETING MINUTES

Chair Harris moved approval of the February 18, 2026 minutes. The motion was seconded by Ashley Hutson. The February 18, 2026 minutes were unanimously approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the March 6 meeting of the Technical Committee. He said the Technical Committee received a briefing on four items for the board agenda: (1) Draft FY2027 Unified Planning Work Program, (2) Draft FY2027 Commuter Connections Work Program, (3) TRIP Prioritized Project List Annual Update, and (4) Metropolitan Area Transportation Operations Coordination (MATOC).

Dan Malouff said that the Technical Committee was also presented two information items: the Regional Transportation Resilience Economic Analysis and the 2025 Federal Obligation Report. He said that the committee heard shorter updated about upcoming federal actions, including reauthorization, upcoming events, and the latest from DMVMoves, and Visualize 2050.

4. COMMUNITY ADVISORY COMMITTEE

TPB Community Advisory Committee Chair Tim Davis said that the Community Advisory Committee met on March 12, 2026. He said that they received presentations on TPB's Freight Planning and the Continuous Airport System Planning (CASP) Program. He said that the CAC also received an update on the status of the DMVMoves initiative. He said that members were very interested in the Air Passenger Survey, in particular, information having to do with how persons through airport ground access. He said that members provided jurisdictional updates and shared that Bike to Work Day is approaching and CAC members will have the opportunity to do outreach at local events with materials provided by TPB staff.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the Steering Committee met on March 6, 2026, and there were four amendments that the committee approved. He said that the first of four was from the District Department of Transportation, which added about \$148 million in FTA funds for two projects and two district-wide programs. He stated that the largest funding was about \$136 million for the Benning Road Bridges and the related transportation improvement projects. He stated that was followed by about \$9.5 million for traffic operational improvements across the District.

Kanti Srikanth said that the Maryland Department of Transportation amended the TIP to add about \$25 million in BUILD Grant funding for the National Capital Park and Planning Commission Connections on the Capital Trail Network Program. He said that the third amendment was from the Virginia Department of Rail and Public Transportation, which amended the TIP to add about \$19.4 million for three projects, including adding a new project for the PRTC Paratransit/MicroTransit Vehicles, adding funds for the VRE Franconia-Springfield Station Improvements, and adding funding for the VRE Rolling Stock Acquisition. He said that the last amendment was from the U.S. Department of Transportation's Eastern Federal Lands Division requesting the TPB to add all of the projects within the TPB planning area in Virginia, Maryland, and the District of Columbia that the Eastern Federal Lands Division funds and implements. He said that the sum total of about 40 projects between the three states for a total of about \$175 million.

Kanti Srikanth said that the TPB issued three letters of support to jurisdictions seeking federal BUILD Grants, two for the District of Columbia and one for the Virginia Railway Express. He said that the board was briefed on regional forums related to data centers that COG was hosting. He said that the first forum was focused on energy, and the second forum was focused on water. He stated that the third and last forum of this series will focus on economic and land use aspects. He said that staff anticipates that the forum will be held in late April or most likely early May. He said that he will inform TPB members when the date has been finalized. He said that TPB members were mailed copies of the Visualize 2050 plan, its executive summary, and the TPB annual report. He said that if members would like additional copies to please email Lyn or him.

Kanti Srikanth said that COG has filled a vacancy for the Director of the Department of Community and Economic Services. He stated that Sakina Khan joins COG from the District of Columbia. He said that one of the key things this department at COG does is to partner with the TPB to provide the forecast of future population, one of the key inputs needed for its long-range transportation plan, and that it was critical for use in Visualize 2050.

Kanti Srikanth said that Mark Moran, a TPB senior staff member, will be retiring at the end of the month after 35 years of service. He stated that Mark Moran directs the TPB's Travel Forecasting and Emissions Analysis Program, describing it as a program that is both technical and critical to the TPB's responsibilities as outlined in federal law. He stated that one particular accomplishment for which Mark Moran deserves a significant share of credit is the TPB's new Activity Based Travel Demand Model.

Kanti Srikanth thanked Mark Moran for his service and formally recognized his contributions. Mark

Moran gave brief remarks thanking Kanti, his team, and TPB members.

6. CHAIRMAN'S REMARKS

Chair Neil Harris said that when he became chair of the TPB in January, he had highlighted the milestone of adopting a 25-year transportation plan, Visualize 2050.

Chair Harris said that significant challenges remain in the transportation system's performance outcomes and that he had stated at the time that the focus should be on looking deeper into these challenges and figuring out how actions could be taken to improve outcomes. He stated that the previous month, a deep dive was conducted on roadway safety, and he acknowledged that travel in the region is interjurisdictional, meaning that an incident on the roadways or transit system in one jurisdiction has impacts throughout the entire region.

Chair Harris said that this month the focus would turn to roadway congestion and how best the multi-state, multi-jurisdictional region can effectively and efficiently communicate during traffic incidents on the roadway in order to minimize congestion and maximize safety. He said that the discussion would address how each jurisdiction can call upon the resources of neighboring jurisdictions when additional resources are needed to address incidents on the roadways.

Chair Harris said that at the end of the item that day, members would receive some homework – a simple action for their transportation agencies to take that would help everyone.

7. AN AMENDMENT TO THE FY 2026 UNIFIED PLANNING WORK PROGRAM, FY 2026 CARRYOVER FUNDING TO FY 2027, AND APPROVAL OF THE FY 2027 UPWP

Lyn Erickson said that this was the third time she had come before the board with the Unified Planning Work Program, the budget and scope of work for FY 2027. She stated that she would be asking them to take two actions, adopting Resolutions R11 and R12, explaining that these are the same actions taken every time the work budget is approved. She explained that the discussion had previously covered revenue and expenditures, and that the carryover represents what is being pulled from the current Unified Planning Work Program (UPWP). She noted that work is currently ongoing and that the new budget is not drawn down until July 1. She said that given the number of months between now and then, she and her team looked at which projects would not be finished and pulled that funding out of the current Unified Planning Work Program. She clarified that the first action is to amend the current Unified Planning Work Program to pull that money out and carry it over.

Lyn Erickson said that the second action is to approve the UPWP in its entirety. She said that the homework assignment from the previous month was for members to review everything. She thanked Ashley Hutson and VDOT for their input. She stated that the total amended 2026 UPWP comes out to \$24.5 million, and the total new budget is \$28.9 million, adding that they have worked with state agencies to confirm the totals to be spent for 2027. She said that that the USDOT typically takes about 60 days to approve the UPWP submitted by TPB, usually issuing an official letter. She stated that work starts on July 1.

Lyn Erickson said the staff recommendation is to first adopt Resolution R11 to amend the UPWP and carry the money over and then to adopt Resolution R12.

Chair Harris made a motion to adopt Resolution R11-2026 to approve the amendment to the FY 2026 UPWP and the FY 2026 carryover funding to FY 2027. Vice Chair Frumin seconded the motion.

The board voted unanimously to adopt Resolution R11-2026 to approve the amendment to the FY

2026 UPWP and the FY 2026 carryover funding to FY 2027.

Chair Harris made a motion to adopt Resolution R12-2026 to approve the FY 2027 UPWP. Vice Chair Frumin seconded the motion.

The board voted unanimously to adopt Resolution R12-2026 to approve the FY 2027 UPWP.

8. APPROVAL OF THE FY 2027 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Dan Sheehan said that the Commuter Connections program is the region's TDM program that helps commuters find alternatives to getting to and from work, whether it be carpooling, riding transit, or taking bike or bus.

Dan Sheehan said that in FY 2027 Commuter Connections will double capacity of the 'Pool Rewards vanpool program which has reached capacity. He said it is the first time the program has reached capacity in its history which has a lot to do with return to office orders, and the demand for the program has surged. He said that Commuter Connections is excited to revamp the regional TDM marketing efforts throughout the region. He said that there is fresh State of the Commute data and that happens once every three years. He said that Commuter Connections will be able to realign the messaging tactics to the current desires and needs of commuters in the development of future regional TDM marketing messaging.

Dan Sheehan said that the budget for the FY 2027 Commuter Connections Work Program totals just under \$8.4 million, which is a small decrease from FY 2026. He said that the budget and work program were put together by members of the District, Maryland, and Virginia Departments of Transportation. He thanked them for their support and their ability to have the foresight during the pandemic years to continue the program at not quite full capacity but a decent capacity. He said that the program was able to hit the ground running this year when the federal RTO took place and a lot of consultants and contractors followed suit and commuting took off again this past year.

Dan Sheehan said that staff recommends approval of Resolution R13-2026 to approve the FY 2027 CCWP.

Chair Harris made a motion to adopt Resolution R13-2026. Walter Alcorn seconded the motion.

The board voted unanimously to adopt Resolution R13-2026 to approve the FY 2027 CCWP.

9. TRIP PRIORITIZED PROJECT LIST ANNUAL UPDATE

Katherine Rainone reviewed the Transportation Resilience Improvement Plan (TRIP) prioritized project list. She said that while the region's transportation system was built to withstand a broad range of weather conditions, specific resilience projects are needed to increase system resilience to the increasing frequency and severity of extreme weather and natural hazards. She said a key outcome of the TRIP adopted by the Board in 2024 was the identification of priority regional resilience projects. She said the TPB collaboratively engaged member agencies in this effort and conducted a project solicitation process for project submissions to include in the TRIP. She said this effort was overseen by the Regional Transportation Resilience Subcommittee. She said she wanted to briefly recognize the inaugural chair of that committee, Councilmember David Snyder, whose guidance during this work has been extremely beneficial.

Katherine Rainone said that as required by PROTECT, which is a federal highway grant program that created a concept of a resilience improvement plan, regional agencies prioritize projects to submit using vulnerability assessment results, online mapping tools, and other local resources to determine the most impactful projects. She said local jurisdictions and member agencies then submitted a project information form with their project details, including location, specific transportation assets, and which resources were used to identify the project as a priority resilience investment. She said while the PROTECT program is currently on pause, if it comes back and a project is funded through the discretionary grant program, the project will receive a reduced local match if that project is included in the TRIP's prioritized project list. She said any priority projects that receive funding from a federal grant will go through the process of being added to the TPB's TIP.

Katherine Rainone said there is a total of 41 projects currently on the list. She said that 30 address temporary flooding, 12 extreme heat, 10 sea-level rise, and one each for extreme wind, extreme winter, and rock falls. She said the types of assets proposed to be improved in each project include 20 for public transit, 15 for roads and highways, 12 for stormwater infrastructure, and two bridges.

Katherine Rainone said that this update is done each year. She said in the summer of 2024, the TRIP and the prioritized project list were approved by the TPB Board and a Federal Highway Division representative. She said after the PROTECT notice of funding opportunity was announced in November 2024, the process of collecting projects began for the first annual update of the prioritized project list in order to capture as many projects as possible to be eligible for that discretionary grant program with the deadline of February 24, 2025. She said a few weeks before that deadline, FHWA announced a review of the PROTECT NOFO, and it was removed from grants.gov.

Katherine Rainone said at the end of 2025 the process of collecting projects for inclusion in the 2026 annual update began, which leads up to today, presenting the new additions and a few updates to the list. She said two WMATA projects that were previously on the list have been updated. She said the first one on the list is an updated title with the year that the update was made, and the second update is to note that a project has been funded, work is underway, and currently on track for completion. She said this project list not only serves as a mechanism for future potential funding benefits, but it's a way to keep track of all the various resilience projects that are being planned and therefore executed throughout the region.

Katherine Rainone said that there are two new projects that have been added to this list that represent two new localities that hadn't submitted projects to the TRIP project list in the previous two cycles. She said the first is the Cherrywood Lane Complete and Green Street Retrofit submitted by the City of Greenbelt, which is proposed to address both the impacts of flooding and extreme heat, and the second is the Columbia Pike Stormwater Improvements Project, submitted by Arlington County Department of Environmental Services which is intended to increase stormwater capacity to reduce the impacts of severe flooding.

Katherine Rainone said that next month she will be back seeking Board approval for this annual prioritized project list update with the addition of two projects and the updates to the projects that already are on the plan.

10. TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS – COORDINATION ACTIVITIES

Tom Harrington said that one of TPB's responsibilities as an MPO is the regional coordination of transportation systems management and operations or TSMO. He said that the TSMO activities are accomplished in partnership with two independent groups, the first of which is the Metropolitan Area Transportation Operations Coordination or MATOC program.

Tom Harrington said that MATOC is a joint operations program between DDOT, MDOT, VDOT, and WMATA to provide interagency information and coordination and that TPB helped form MATOC in the 2007 to 2009 timeframe. He said that MATOC provides real-time monitoring of the transportation system and provides information to decision-makers. He said that the board will also hear a presentation on COG's Transportation Emergency Preparedness Committee. He said that the Regional Emergency Support Function (RESF-1) is the regional forum for transportation's role in emergency preparedness and response, and that includes before, during, and after incidents. He said the board will hear more about plans for implementing mutual aid among transportation agencies.

Taran Hutchinson said that he is the facilitator of the MATOC program and provided background on an I-66 incident in 2009 that highlights MATOC's tagline, "Working together to reduce incident-based travel delays through better coordination, communication, and information sharing." He said that the joint operations program between the three DOTs and WMATA is to make sure all are communicating and sharing information. He said that MATOC has developed tools and processes to make sure that the right person gets the right information at the right time so they can make a better decision.

Taran Hutchinson said that MATOC is modeled after some organizations around the country such as TRANSCOM in the New York Tristate area and NITTEC in the Niagara Falls area. He said that the trial phase of operations fully got underway in 2009 and was staffed in 2010. He said that the program is administered through the University of Maryland Center for Advanced Transportation Technology with a target budget of \$1.5 million per year. He stated that MATOC has a steering committee made up of transportation operations directors from the DOTs, and that group is supported by several subcommittees to cover traffic operations, transit operations, maintenance, system operations, and information systems.

Taran Hutchinson said that this was a state DOT-centric organization effort, but now has the Park Police, the tolling agencies, TransUrban, 66 Express Mobility Partners, the local TMCs, and all the transit operators. He said that MATOC has a small center in College Park with five staff. He said that the center is not 24/7 but can be if needed. He said that MATOC focuses on non-holiday weekday A.M. and P.M. rush periods and steps up for severe weather and special events. He said that the system is tied together through the Regional Integrated Transportation Information System (RITIS) built by the University of Maryland CATT Lab. He said MATOC primarily focuses on freeways, interstates, major arterials, border crossings, river crossings and has tools to evaluate what's happening and the ability to call everybody up quickly.

Taran Hutchinson said that MATOC's goal is to reduce the incident timeline as much as it can. He said that in a given month, 60 percent of the incidents MATOC is involved in are in the 30-minute to two-hour intermediate incident range. He said that tools, cameras, and feeds are leveraged and relatively new to MATOC is the NCR Geospatial Data Exchange. He said that if there is a big event, MATOC has the tools to drill down to determine major closures, incidents, and who is impacted. He said that on a typical day, they are looking at one or two incidents and have mechanisms to have an RESF-1, weather, or COG PIO call if

messaging needs to go out to keep people off the roads or at home.

Taran Hutchinson said that MATOC looks for opportunities to get more traffic incident management practitioners to the table—law enforcement, fire, and towing if they have a role to play, and the media. He said that they encourage others to use RITIS to incorporate into day-to-day, to help train, spread the word, and get information out.

Kanti Srikanth said that 9/11 was the incident that was the impetus for MATOC when TPB members realized that there was an information gap in awareness. He said that the key benefits are when an incident happens, the local traffic management staff are focused on and have good information about what is happening at the scene of the incident, but there might be people from other parts of the region and will be traveling through the scene that need to get to another part of the region, and those transportation agencies do not know what is happening. He said that this is where MATOC pitches in to look at what is happening on the roads and calls other transportation agencies to let them know what is happening and what actions could be taken to alert motorists. He said that there is a committee of public information officers who reaches out to the public.

Next, on the topic of Regional Emergency Support Function (RESF-1) and system to assist in emergency preparedness and response, before, during, and after incidents, Eli Russ said that he would discuss the RESF-1 Committee's work, the NCR Winter Weather Plan, and the Regional Framework for Mutual Aid, and how TPB members and others can participate. He said that RESF-1 supports coordination and collaboration among NCR jurisdictions concerning regional transportation and emergency activities, before, during, and after a regional disaster. He said that the RESF-1 committee convenes monthly and is comprised of dozens of officials with authority to represent their local, state, and federal government, transportation and emergency management agencies, and other private sector transportation and transit entities. He said that the committee provides input into cross-functional programs and issues such as RITIS, RICS, MView, and GDX, the Geospatial Data Exchange, or for mass evacuation, where transportation plays a supporting yet critical role. He encouraged members to assign a representative to the committee if they have not already.

Eli Russ said that regional traffic incident management (TIM) is now integrated into RESF-1's committee's regular business, and the committee looks forward to sharing information to conducting a regional self-assessment, a regional TIM self-assessment, in collaboration with other disciplines, and to advance and host TIM training opportunities. He said that COG annually convenes local, state, and federal decision-makers and regional partners to coordinate severe weather response in the region. He said that the call supports decision-making and situational awareness for the several hundred government officials that participate, including chief administrative officers, public information officers, operation centers, leaders from transportation and RESF-1 members, fire rescue, emergency management, health and medical, law enforcement, and the US Office of Personal Management. He said that agencies formally briefed on the call are the National Weather Service, D.C. DPW, DDOT, VDOT, and NDOT SHA, Montgomery County DOT, Prince George's County DPWNT, National Parks Service, Metro, Amtrak, MARC, VRE, and newly added Charles County DPW and Frederick County DPW.

Eli Russ said that COG departments have several other winter initiatives including Salt Smart and Protect Your Pipes campaigns, Salt Monitoring Project, and Cooperative Purchasing Program. He said that a COG staffer was recently appointed to the Transportation Research Board's Standing Technical Committee on Winter Maintenance and response to weather events. He said that after 9/11, COG and various state and federal entities recognized the need for enhanced mutual aid in NCR, resulting in Congress passing the Intelligence Reform and Terrorism Prevention Act in 2004. He stated that the act provides the authority

specific only to the NCR for the Regional Mutual Aid Agreement (MAA) which serves as the policy agreement of all mutual aid plans for its authorization for inter- and intrastate mutual aid. He said that the act federally defines the NCR to include all TPB members either as covered political jurisdictions or as a jurisdiction that shares a border and is therefore covered as well as WMATA and MWAA.

Eli Russ said that mutual aid under the MAA is never mandated and does not obligate signatories to request or provide assistance, and under the MAA, personal liability, worker's compensation, and other protections remain with that responding jurisdiction and agency. He said that the MAA supplements any agency-to-agency agreement, concurrent jurisdiction, or state assistance compacts that may be in place.

Eli Russ said that the MAA provides a legally reviewed policy foundation so that agencies understand the authorities that they have during mutual aid and how it relates to orders, reporting, liability, and other operations. He said that many jurisdictions have already signed the MAA, enabling them to enter into the Mutual Aid Operations Plans, or MAOP, however, the respective MAOP must be signed for complete coverage and operational effectiveness. He said that MAOPs are the agreements that operationalize the overarching MAA for the needs and the processes of a specific public safety discipline.

Eli Russ said that through a MAOP, signatories have a widely utilized vehicle for regional resource sharing, which can include providing supplies, materials, equipment, vehicles, and personnel during a crisis or a planned event. He said that historically, agencies using a MAOP will not request reimbursement for services and respective agencies can further specify any requirements of each other.

Eli Russ said that mutual aid can be organized into successive tiers based on the need and scope of the incident as well as the physical proximity of available resources. He said that first are agency-to-agency agreements, and if those resources are exhausted or insufficient, then you move on to the regional level through the Transportation MAOP (TMAOP). He said that if TMAOP resources are not enough, statewide resource requests through the respective state emergency management agencies, using the Virginia Statewide Mutual Aid program (SMA), the Maryland Emergency Management Assistance Compact (MEMAC), and the DC EMAC, which is interstate in its application, followed by the Nationwide Emergency Management Assistance Compact (EMAC) for interstate assistance. He said that upon a federal disaster declaration, a Request for Federal Assistance (RFA) can be made.

Eli Russ said that the transportation MAOP enables regional resource sharing for transportation and transit entities. He said that the TMAOP is aligned with other MAOPs that have been reviewed by the COG attorneys committee and COG's outside counsel. He said that the MAOP outlines the definitions, procedures, and resources needed to support transportation mutual aid. He provided a mock scenario how TMAOP coordination would occur based on an example Montgomery County incident.

Eli Russ said that a multitude of regional tools and programs are available to support mutual aid planning and real-time operations that are also useful for daily and large-scale activities. He said that these include programs for sharing information to support decision-making, enhancing regional situational awareness and collaboration, and enabling joint communications. He said that this includes a regional task order contract for preparedness planning, after-action reporting, training and exercise, and other administrative services. He said that the NCR contracts database, a part of the program, lists more than 14,000 local government regional contracts, including de-icing salt and diesel fuel.

Eli Russ said that signing the MAOP will provide flexibility in a crisis to quickly receive assistance that is closer compared to agencies outside of the NCR, and mutual aid frameworks outside the MAA and TMAOP likely don't contain the NCR-specific liability protections afforded by this unique federal law. He said that joining the transportation MAOP provides access to the regional planning and training exercise activities organized by RESF-1. He encouraged all TPB members to sign the MAA and the MAOP. He said

that COG hopes to have agencies sign the TMAOP so that it can be fully implemented. He said that as of today, no agencies have signed the transportation MAOP.

Eli Russ said that he will provide a briefing to the TPB Technical Committee and a copy of the MAA and the TMAOP can be provided by contacting COG staff. He said that COG remains available to brief agency leadership, council, or jurisdiction's emergency MAOP to socialize the TMAOP and answer any questions.

Kanti Srikanth said that most of the TPB member jurisdictions have signed the Mutual Aid Agreement, which is part one. He said that part two is the Mutual Aid Operations Plan document, which has not been signed. He said that the Montgomery County example Eli Russ presented is an example where Montgomery County has signed the Mutual Aid Agreement but has not yet signed the Operations Plan, but all of those facilities, benefits, and assistance mentioned will be available to all TPB members when they complete part two. He said that the Mutual Aid Operations Plan development was done through a separate committee that TPB partners with, and it is now ready. He said that the TPB will share the draft document with the Technical Committee next month, so the ask is to encourage all TPB member transportation agencies to review the draft and provide comments but importantly to sign it, especially if they have already signed the Mutual Aid Agreement. He said that signing the Mutual Aid Operations Plan document is what will complete that process.

Chair Harris asked what is involved, whether a resolution is passed and signed locally or is there a cost involved.

Eli Russ said that there is no cost to enter into any COG mutual aid agreement. He said that the process is that COG requests that your political jurisdiction executive be the one to sign the MAA. He said the majority of members have already done that first step. He said that the next step is to have your DOT agency head review the transportation MAOP, and COG will send it for electronic signature once the jurisdiction lets COG know who the appropriate point of contact is.

Chair Harris commented that the only reason that people haven't yet signed is because this is a new process or a new document for transportation. He said that the concept is used on a daily basis for other public safety disciplines, and he has heard feedback that DOTs are comfortable using their existing intra- and interstate processes, but they are not necessarily fully understanding the benefits of regional mutual aid, the speed, and the less administrative red tape that can come along with that.

Vice Chair Frumin said that it's heartening to hear about all of the ways in which jurisdictions are collaborating on these efforts. He said that each of the frontline jurisdictions are tracking where their hotspots are but asked if MATOC ever gathers or maps information about where they have seen incidents over an extended period of time because it might help everyone to see a recurring situation that needs to be a focus. He said that you are dealing with the day-to-day and each crisis as it comes up, but to what extent do you step back and look at what you've seen over a 10-15-year period.

Taran Hutchinson said that that is a bigger question for the state DOTs to address. He said that the systems that MATOC uses can pull that type of data. He said that MATOC does track its own sort of areas based on the events in which MATOC is involved. He said that looking at the maps that MATOC has created for internal purposes, it is the big interstates, big arterials, and it is evenly spread. He said that every year is different, and sometimes it's more Virginia heavy or District heavy. He said a lot of times, it's right at the borders because those are the ones that grab attention first. He said that overall, the systems MATOC uses capture everything statewide in Maryland, Virginia, and District-wide.

Kanti Srikanth said that details about incidents are in the RITIS system. He said that TPB is required to have a congestion management process, which the TPB does, and it provides a report. He said that with

the RITIS system, the TPB has been producing a report on the top 10 bottlenecks on our roadway system for a number of years in cooperation with the state DOTs and the transportation agencies. He said that one I-95 location was consistently in the top five for a number of years. He said that VDOT was working on a project, the fourth lane SB I-95 project that took them a while, and once the project was completed, that location moved off the list. He stated that there is that kind of monitoring and evaluating going on and developing mitigation projects and implementing it takes a while.

David Reid said that this all seems very valuable and beneficial. He asked how MATOC is currently funded.

Taran Hutchinson said that he cannot speak for the specific DOTs. He said that in years past, some of the DOTs used CMAQ as a funding source. He said that the DOTs have mechanisms on how they fund the program.

David Reid asked if this is not funded with federal dollars that we are concerned is going to be cut.

Kanti Srikanth said that at a general level, the state DOTs have remained firm in their commitment. He stated that on average the budget for MATOC is \$1.5 million per year, and the three state DOTs each contribute about \$500,000. He stated that the money each state uses to contribute the \$500,000 varies. He said that at one time, and things might have changed, VDOT was using CMAQ funds towards this because that is for congestion, mitigation, and air quality.

Kanti Srikanth said that we are currently in the process of federal reauthorization of the federal [transportation] bill, and so far, have not heard that CMAQ programs could be discontinued. He said that due to uncertainty on which state will be using federal funding any given year, it is hard to say there is or is no concern about funding for MATOC. While there is some uncertainty with some federal funds into the future these are generally tied with climate and equity programs. He invited the state DOTs to comment.

David Reid said that this is helpful. He stated that he was trying to clarify that this was not tied to the anti-terrorism coordination center that exists in Northern Virginia that he thinks experienced a \$12 million cut in funding from the federal government.

Kanti Srikanth said that there is a federal program called UASI that has gotten significant cuts in the current federal administration. He said that local jurisdictions had been, for decades, reliant on that funding for many of their public safety operations, functions, and capital programs. He said that agencies have had to backfill that funding. He stated that is not the source of funding that is supporting MATOC.

David Snyder said that he thinks that this is an important function being performed at an incredibly efficient \$1.5 million level. He said that with regard to the TMAOP, he sent an email to his city manager saying, "We need to sign this." He said that he would urge every member of the group to send a note to their chief executive saying that this is something to think about and work on going forward. He said that we need to keep doing programs like this and thanked everyone who is involved.

Walter Alcorn said that there is a physical location in Virginia where some of the activity is coordinated. He said that Virginia PSTOC is co-located along with Fairfax County 911 service. He asked how that co-location to that activity fit into what COG is asking for. He also asked how the co-location is working from COG's perspective. He said that in Virginia, a lot of work was put into trying to co-locate transportation and public service systems. He said that like DC, Virginia has a real-time crime center where some of those cameras mentioned are critical.

Eli Russ said that he thinks the transportation MAOP and other mutual aid plans in the region are the perfect example of the need for resource sharing. He said an example is weather events where certain

parts of the region may be more impacted or recover more quickly than others. He said that in a time where contractor resources are running low, a lot of agencies have staffing challenges as well. He said that it is incumbent on us to find opportunities, and we are having seats at the table during these planning discussions. He said that agreements like this are signed and ready to go so that when that bad day does come, everybody's ready to help each other.

Taran Hutchinson said that speaking to PSTOC, if MATOC has questions where it's a call to VDOT, there have been situations where MATOC is getting to see media reports, CAD data, and social media information. He said that he thinks that is a benefit to having centers co-located. He said that 15-16 years ago, it used to be, "Who are you, and why are you calling?" He said that now when they see our number, it's, "Uh-oh, what's going on? What are you calling us about? What should we know about?"

Bill Cuttler thanked all the members of COG for the foresight of developing the structure that includes MATOC. He said that he thinks it is crucial to the functioning of the region. He said that whether they are planned or unplanned events, weather events, inaugurations, security events. MATOC and COG have put together a framework structure by which coordination and collaboration must happen. He stated that some of the calls are monitored by public school system leaders who are very interested, particularly in snow and weather events. He said that he does want to make a distinction between MATOC and VDOT's public safety TOC. He said that VDOT is constantly monitoring the roadway network and has an extensive camera system. He stated that VDOT relies on public safety partners. He stated that PSTOC is a world-class facility and that all members who would like a tour of the Northern Virginia PSTOC are invited. He said that it has a 911 call center, and traffic signals operate from the same location.

Bill Cuttler said that of all the signals that VDOT operates in the Commonwealth of Virginia, 52 percent of the traffic signals are in Northern Virginia. He said that VDOT has a responsibility to keep the region moving 24 hours a day and being able to partner with everyone around the table is crucial.

Kanti Srikanth asked Taran Hutchinson if he could use the Monday flooding on the American Legion Bridge as an example to say if MATOC was engaged.

Taran Hutchinson said that a storm rolled through earlier in the week, and a portion of I-270 was flooded out along with the American Legion Bridge. He said in both cases, SHAs are engaged and sending shop crews to get to the scene and start clearing drains out. He said in those types of incidents, MATOC is listening to context, who's saying what on the radio, and are there problems they are encountering on their way to the scene. He said in that situation, MATOC will elevate the notifications. He said that MATOC does use the COG RICCS system to alert the region of something that's high-profile or high impact. He said that in that case, MATOC does our own notifications amongst the agencies but also the RICCS notification call or that messaging system to say, "Hey, our loop, it's closed at the American Legion."

Taran Hutchinson said that MATOC tries to include visuals and provide more context. He said that triggered additional alerts from Montgomery County to let them know, "Hey, coming out of the county, you're going to be stopped at the American Legion Bridge for this issue." He said that is the day-to-day. He said for big events like the January 25 snow storm, that process starts five to six days ahead trying to get the best information to the decision-makers on that big regional call so that all are aligned on what to expect for roadway conditions and mobilization plans.

Chair Harris said that board members have homework to get appropriate folks to sign the document in order to move this forward. He asked that staff come back to the board after some time to provide a status of signatories.

10. ADJOURN

Chair Harris stated that the next meeting is scheduled for Wednesday, April 15, 2026. There being no other business, the meeting was adjourned at 1:48 P.M.