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## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

September 6, 2024

### **1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL**

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

### **2. APPROVAL OF MEETING RECAP FROM THE JULY 3 TECHNICAL COMMITTEE MEETING**

There were no questions or comments regarding the July Technical Committee meeting. The summary was accepted as final.

## **ITEMS FOR THE BOARD AGENDA**

### **3. EQUITY DEEP DIVE**

Mr. Ritacco introduced the item, provided context, and then introduced Mr. Herring who briefed the committee on TPB's equity deep dive study: Analysis of Transportation Inequities in Disadvantaged Communities. ICF and Foursquare ITP provided a host of regional mobility, accessibility, and affordability examinations and introduce the data and tools available to support local and regional equity considerations.

The analysis used a host of novel tools informed by mobile device data and found that measures of accessibility and mobility are heavily reflective of geographic context and differ based on where and what is being analyzed. Regional analysis provided important context-setting of where the region is when supporting the needs of all transportation users. Regionally, Disadvantaged Communities have lower access to jobs by walking, biking, and taking transit in 30 minutes, but more access by auto compared to the TPB planning area. On measures of Mobility that looks to classify communities based on combining Accessibility and Affordability (as defined by the Center for Neighborhood Technology Housing+Transportation Affordability Index), the analysis found fewer Disadvantaged Communities would be classified as "low mobility" relative to the rest of the TPB region.

Mr. Edmondson shared comments exploring the impacts of congestion and promotion of roadway capacity to lessen that impact, versus transit and bicycle and pedestrian improvements. Mr. Ruiz commented on the analysis reflecting unequal transit investment skewing towards non-disadvantaged communities. Mr. Malouff and Mr. Weissberg commented on issue framing, particularly on the topic of congestion versus mobility and accessibility. Mr. Srikanth and Mr. Ritacco shared comments that the analysis did not aim to suggest or prescribe a policy solution rather than reflect regional and local findings informed by mobile device data to improve regional understanding of the topic in long-range transportation planning and programming activities across the region.

### **4. REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION (REVII) STRATEGY**

Ms. Morrow and Ms. Haley Erickson (ICF) provided an overview of the final strategy document for the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy. REVII was developed as a guide to help state and local jurisdictions across the region plan for developing their electric vehicle (EV) charging infrastructure to support the transition of light duty vehicles (LDVs) to electric power.

Ms. Morrow opened the discussion, providing a general background on the REVII strategies. She

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noted that a robust strategy for the deployment of electric vehicle (EV) chargers should reflect regional planning goals and ensure the entire community benefits from the economic and environmental benefits of EV's.

Ms. Erickson continued the discussion explaining project objectives, EV registration scenarios, and a parcel level scoring system to assist in locating EV charging sites. She shared GIS maps of the parcel scores for the scenarios. The mapping products and individual parcel scores are intended to inform the planning process for a jurisdiction; they are not prescriptive and additional factors should be taken into consideration. The REVII Strategy document is another resource created detailing all aspects of the effort.

Ms. Morrow asked if there were any questions or comments. Mr. Srikanth noted that this effort is in response to the TPB instructing staff to assist in the implementation of the Board's Climate Change Mitigation Study. Mr. Srikanth noted the resource has been utilized in obtaining federal grants and funding, including five billion in funding going to the states on a formula basis and the \$2.5 billion in discretionary grant funding. He highlighted how local jurisdictions working with MWCOG applied for and received a \$3.9 million grant under the first round of discretionary funding and are working on a second application. He reiterated that the maps are intended to be a jumping-off point and should be used in conjunction with local knowledge. Ms. Morrow then provided mapping examples demonstrating how the score and maps can be interpreted for use in planning efforts.

## **5. SAFETY EVENT ANNOUNCEMENT**

Ms. Nham briefed the Committee on the status of the planning for a Fall 2024 safety event to draw attention to the regional concern around recent traffic fatalities and severe injury trends. Ms. Nham reported that the event is scheduled for October 31, 2024, and is still anticipated to be a board-level, stand-alone event, potentially at an off-site location. Staff is conducting outreach to various safety experts to participate in a series of panel sessions. She encouraged Committee members to provide feedback and suggestions on the agenda and potential speakers. The Committee did not have any questions or comments.

## **INFORMATION ITEMS**

### **6. VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: PROGRESS ON NON-REGIONALLY SIGNIFICANT FOR AIR QUALITY INPUTS AND THE TRANSITION TO PROJECT INFOTRAK (PIT) 2.0**

Mr. Austin provided an update on the progress of non-regionally significant project inputs to Visualize 2050 and the FY2026-2029 Transportation Improvement Program and the project submission review being conducted by TPB staff. He also briefed the committee on the schedule for transitioning the project database to the updated PIT 2.0 platform. Of note in the schedule, one of the administrative modification periods will be cancelled while the contractor works on transitioning to the updated platform.

Mr. Malouf (Arlington County) asked what updates will be included in the new platform. Mr. Austin noted that the platform will operate faster and includes a better mapping tool. He also noted that trainings will be scheduled to showcase and teach PIT users how to use the updated platform.

### **7. H STREET NW BRIDGE PROJECT**

Ali Shakeri, District Department of Transportation (DDOT), gave a briefing on DDOT's H Street NE Bridge Replacement project. The H Street Bridge NE (Hopscotch Bridge), constructed in 1977, is

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located immediately north of Union Station, and links North Capitol Street to 3rd Street NE. The replacement project must interact with Amtrak, commuter rail, and Metro tracks below, the DC Streetcar station on top, and intercity bus and automobile access to the Union Station garage, as well as future plans for Union Station and the rail network and the proposed Burnham Place development. Mr. Shakeri walked through the history of the bridge, the many agencies involved, each element of concern to the project, and concluded with an animated video that showed the bridge reconstruction scope of work timeline.

Mark Moran noted the bridge is immediately adjacent to the COG building and asked if any special precautions would be needed during the project. For instance, if there was a fire alarm evacuation. Mr. Shakeri responded that significant project impacts would be several hundred feet east of the COG building, so there should not be any proximity impacts.

David Edmondson asked if DDOT had considered permanently reducing the number of travel lanes with a road diet and if DDOT would be analyzing the transportation impacts during the project. Mr. Shakeri noted that there are complementary DDOT projects including bus priority along H Street NE, which would be transitioning a current lane on H Street to bus-only. In addition, the bridge lanes will be reduced from the current configuration, in part to allow for two streetcar tracks as opposed to the current single track. He was unsure about studies of traffic; the options for that are still under discussion. There was also a study of travel options for H Street west of the bridge, which may be worked on again in future. Mr. Edmondson later expanded on the question of road dieting and measurements by suggesting that a real-time study of a major arterial road diet over seven years, preferably partnered with a scholar on the subject, would be exceptionally helpful for planners and advocates to understand the inverse of induced traffic demand.

Dan Malouff asked if there will be any measures to help bus and streetcar passengers get to Union Station during the project. Nick Ruiz also noted that seven years seems like a long time to not have this multimodal connection. Mr. Shakeri responded that the plan is to have a shuttle bus service connecting the temporary streetcar terminus and the bus stop at 3rd Street NE to Union Station and the Metrorail station.

Mr. Malouff then asked TPB staff if there could be a future presentation on bridge ratings and conditions to improve professional knowledge. Mr. Srikanth responded that could be arranged. He then noted the importance of this project and how it impacts so many key modal options: bus, metro, intercity rail, intercity bus, streetcar.

Nick Ruiz asked if there was a plan for track outages to demolish and install the bridge piers, especially while Amtrak upgrades its platform/track infrastructure? Presumably there will need to be some limited track outages even with the modular means of construction. The bridge project is the critical path for the track project. Capacity is limited on the lower-level tracks and there won't be dual mode trains until 2027, so there will likely be a period where there would be additional capacity constraints even if only one or two tracks were closed. Mr. Shakeri responded that there has been extensive coordination with Amtrak and the Union Station Redevelopment Corporation. He confirmed this bridge project must be completed first before any of those future train station projects can be started. There will be nighttime work to get all of the project done while mitigating impacts to the rail tracks as well as Metro.

Chloe Delhomme asked if the replaced bridge would include bike facilities. The response is that the sidewalks will be wider, which will benefit both bikes and pedestrians.

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## 8. OTHER BUSINESS

Curbside Management Symposium Recap – The August 2<sup>nd</sup> forum included 50 in-person participants from 20 different organizations/jurisdictions and 20 virtual participants. The forum included 3 sessions that featured different stakeholders from inside and outside of the region. Recurring themes included adapting to changes triggered by the pandemic and community driven strategies.

TPB Transportation Resources and Applications Page (TRAP) – Staff shared that the TRAP will be shared at the TPB meeting this month. The Technical Committee received a presentation on it in May and the Community Advisory Committee (CAC) was briefed on it in July. Updates since the last presentation include tidying up the website and some additional content. Some of these changes were made using suggestions from the CAC.

Commuter Connections InCentrip Relaunch – Staff noted the Commuter Connections will be celebrating its 50<sup>th</sup> anniversary this year. An event will be hosted at the National Press Club on Wednesday, October 2, 2024 for TPB stakeholders with an RSVP by September 20. The program will feature a keynote address from Mayor Bowser and retrospectives from each program funder. Other items will include Annual Employee Awards and the launch of the Commuter Cash Program.

Access for All Advisory Committee – Staff noted that the Access for All Advisory Committee will soon be refreshed. The mission of the committee will remain the same. The refresh will include updates that incorporate Federal, State, and Regional policy changes that emphasize equity. Staff will reexamine the objectives of the committee meets expectations. A work plan has begun and will be developed through Fall with an expected completion date in January.

DMVMoves Survey Status – Staff shared that the survey has concluded and reminded the committee that it was an open survey to the residents and visitors of the region to indicate what transit improvements they would like to see in the region. The results will be provided to the Technical Committee at the next meeting.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program: Round 1b Award – Staff shared that MWCOCG was awarded \$33.9M in the Round 1 CFI Discretionary Grant Program and will be applying for the Round 2 grant.

Nick Ruiz (VRE) shared an announcement of the 4<sup>th</sup> Annual Tour de VRE bike ride that will take place on Saturday, October 5<sup>th</sup> at 9AM between the Backlick VRE station to the Broadrun VRE station. This is open to the public.

Staff Update – Three positions are open at the TPB. Staff also introduced a new GIS Analyst, Renee Ritchey.

**ATTENDANCE – Hybrid/ In-person**

<b>MEMBERS AND ALTERNATES PRESENT</b>	
Rebecca Schwartzman – DCOP - V Mark Rawlings – DDOT – V Sam Brooks – DDOT – V Dan Malouf – Arlington County - V David Edmondson – City of Frederick - V Douglas Smith - Gaithersburg – V Brian Fields – Gaithersburg - V Victor Weissberg – Prince George’s County - V Brandon Brown – Prince George’s County - V Kari Snyder – MDOT – V Stephen Miller – MDOT - I Malcolm Watson – Fairfax County - V	Rob Donalson – Loudoun County – V Robert Brown – Loudoun County - V Emilie Wolfson – Alexandria - V Chole Delhomme – City of Manassas– V Megan Landis – Prince William Co. – V Evandro Santos – Prince William Co. – V Maria Sinner- VDOT - V Regina Moore – VDOT - I Sree Nampootheri – NVTA – V Anne McGrane – NVTC – V Amy Garbarini – VDRPT – I Nick Ruiz – VRE - V
<b>OTHERS / MWCOG STAFF PRESENT</b>	
Kanti Srikanth - I Lyn Erickson - I Tim Canan - I Sergio Ritacco - I Andrew Austin – I Dan Sheehan - I Cristina Finch - I Jeff King - V Laura Bachle – I Charlene Howard – V Renee Ritchey - V  Markus Tarjamo – Charles County - I Chris Bratton – DDOT - V Will Montgomery – VRE – V Haley Erickson – ICF – V Walker Freer – ICF – V	Janie Nham - I Leo Pineda - I Mark Moran - I Rachel Beyerle - I John Swanson - V Katherine Rainone - I Andrew Messe - V Dusan Vuksan - I Erin Morrow - V Feng Xie – V  Corey Pitts – MCDOT - V Ali Shakeri – DDOT - I Michael Grant – ICF – I Chris Conroy – Jacobs - I