



Technical Committee Minutes

**For the meeting of
June 7, 2019**

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the May 3, 2019 Technical Committee Meeting

The minutes of the May 3, 2019 Technical Committee Meeting were approved unanimously.

2. FY 2021-2026 TIP Update and Air Quality Conformity Analysis

The TPB updates the Transportation Improvement Program (TIP) every two years. When the TIP is updated, a conformity determination must be made. The TPB is initiating a TIP update, and this update offers the opportunity to make minor changes to projects in the constrained element of Visualize 2045, provided that the project is already accounted for in the financial plan or is sufficiently demonstrated to be available and committed. Jane Posey, TPB staff, reviewed three documents related to the air quality conformity analysis of the FY 2021-2024 TIP and Plan update: the conformity scope of work, the full conformity input table, and a memo detailing significant change projects. Starting with the scope of work, she pointed out that the policy and technical inputs (table on page 3) are similar to those for the Visualize 2045 conformity analysis. She noted that the “Round 9.1 or latest” cooperative forecasts will likely refer to the incorporation of the Baltimore and Fredericksburg area’s updated land activity forecasts. She also reviewed the schedule and noted that the TPB is scheduled to approve the FY 2021-2024 TIP and Plan and conformity analysis in March 2020.

Ms. Posey then reviewed the conformity input table, noting that changes from the Visualize 2045 Plan are shown in yellow highlights, and asked the group to review the table and let her know of any corrections by Wednesday, June 12. She mentioned that the TPB would only receive the highlighted rows of the table, since they would only be acting on updates to the TIP and Plan. Ms. Posey briefly reviewed the list of significant project changes pulled from the full list of updates to the TIP and Plan.

Ms. Posey outlined a sensitivity test that staff is doing for VDOT related to minor changes to the Beltway Express Lanes project. She explained that VDOT asked staff to determine if the modifications would change the conformity finding of the Visualize 2045 Plan. She stated that staff would analyze the 2025 forecast year, which is the year closest to the mobile budgets, and then provide a letter indicating that implementation of the projects would not change the conformity finding. The project modification adds a couple of new ramps and continues a northbound shoulder lane on the Beltway Express Lanes. She noted that staff would be explaining the process to MWAQC TAC and that the letter would be shared with the TPB in July. Ms. Posey also noted that the public comment period sharing the results of the conformity analysis for the FY 2021-2024 TIP and Visualize 2045 Plan amendment would start before the February Technical Committee meeting (on the day the materials are posted for the mailout), and asked if anyone had concerns. No concerns were brought forth.

Kanti Srikanth, TPB Staff Director, reiterated that the project modifications for the VDOT sensitivity test will be included in the conformity analysis of the FY 2021-2024 TIP and Plan amendment. He noted that staff does not believe that the project modifications will change the conformity finding, but that staff is running a sensitivity test and will share the results in a letter to VDOT. The letter to VDOT will be shared with the TPB in July.

Gary Erenrich, Montgomery County asked if there are changes related to Traffic Relief Plan (TRP) with the FY 2021-2024 TIP and Plan amendment. Kari Snyder, MDOT/MTA noted that the recently proposed changes to the TRP would not change the overall conformity finding. She indicated that the state is going to work through the NEPA process and then provide all the updates to the project at

one time. Mr. Erenrich suggested that MDOT could go through the same sensitivity process that VDOT is doing for the Beltway Express Lanes project, or that staff could run a parallel sensitivity test to determine the impacts of the TRP changes. Mr. Srikanth noted that VDOT is making specific changes to a project in the Plan, and that staff will only run one sensitivity test. Staff would not run sensitivity tests for multiple possible scenarios for the TRP.

A committee member asked if the Cooperative Forecasts were updated to reflect the TRP. Mr. Srikanth indicated that the Cooperative Forecasts had already reflected HOV lanes on I-270. He also noted that the Cooperative Forecasts are developed by the planning directors in conjunction with each of the local comprehensive plans. He indicated that staff is engaged with the planning directors, and have asked for them to consider impacts of the TRP and Amazon, for instance, and provide any necessary updates to the Cooperative Forecasts.

3. Additional information on the Maryland “Nice/Middleton Bridge Project” related to the deferred MDOT TIP amendment request

Kanti Srikanth, TPB Staff Director, introduced and provided background information on this item, since it had been deferred from the May TPB agenda. He noted that in addition to the TIP funding amendment itself, the board had questions regarding the bicycle and pedestrian element of the bridge’s design and the status of the project. MDOT and MDOT-MDTA staff will return to the June board meeting to provide further clarity concerning the project development process and plans regarding non-motorized users of the bridge facility. The board will be asked to act on this amendment at its July meeting.

Kari Snyder, MTA began in providing additional context defining the roles of both MDOT and MDTA in respect to MDOT SHA’s adoption of their Complete Streets policy and the Maryland Transportation Plan. Ms. Snyder then introduced her co-presenter, Mr. Will Pines, MDTA’s Acting Chief Engineer. Mr. Pines acknowledged comments that were made by the TPB at its previous meeting and began with an overview of MTA’s toll collecting authority and project funding mechanisms. He also provided a description of the rural location of the “Nice/Middleton” bridge.

Mr. Pines shared that the project entails constructing a new four lane bridge adjacent to the current two-lane bridge. He noted that traffic congestion is an issue with the existing bridge because of the functional reduction as the approach roadways narrow from four lanes to two on the bridge. This configuration is intended to be corrected with the construction of the new bridge.

Mr. Pines noted that in January 2018, a video was made public for comment in relation to the two design options. He demonstrated the two options, one being that of a 61’ shared lane bridge for pedestrians and cyclists and other a 71’ bridge with a separate shared use path. He continued in noting that in respect to the shared lane option, there are appropriate safety enhancement considerations like bridge joints, signing and intelligent transportation systems. Given that daily traffic volumes are relatively light on the current bridge, there is an assumption that a shared lane option is viable much like for other regional bridges that allow bicycles in Maryland.

He then provided specific comparative examples. He noted that specific shoulder width limitations exist on US 301 in VA approaching the bridge site that conflict with the separated barrier design. He also noted that various other potential bicycle accommodation scenarios have been evaluated including converting the existing bridge to a bicycle /pedestrian bridge, providing a bicycle taxi service and special event police escorts.

Ms. Snyder then took over the presentation to discuss the TIP related details of the project. She shared that the TIP amendment will include funding for FY 2023 and 2024, that \$186,118,000 in construction funds will be added to the TIP, and that it is a time sensitive amendment with the goal of securing a TIFIA loan as soon possible in order to benefit from lower interest rates that will lower total bridge costs. She also noted that the name of the bridge and the project description are being updated. She then shared the project timeline and final take-aways, noting that the barrier separated shared use path has not been ruled out. She then opened the floor for questions.

A question from Prince George's County Council Member, Monique Anderson-Walker, arose regarding the new bridge's proposed approach modifications. Mr. Pines replied that roughly a mile of roadway work will need to be performed on each end of the bridge.

Another committee member asked if the road work on the VA bridge approach will affect a popular local community park that is within the build proximity. Mr. Pines replied noting that this park will be affected and that the agency is following the federal Section 4- F process for replacing the park in collaboration with the King George's County Board of Supervisors who recently approved the replacement park property. VDOT has pledged to return any unused lands back to the local county for parks and recreations utility.

Another question regarding innovative designs for pedestrian accommodations was asked and whether this included a separate structure, noting that it is cheaper to build a bike/ped bridge because of less wear and tear overtime. Mr. Pines noted that the procurement process for the project is design/build and scenarios are specifically designed around cost, however because it is an innovate design process, MDTA was able to provide alternative designs. The contractor's goal is to provide the most cost effective alternative and based on the closed nature of procurement process, alternative technical concepts that may have been received cannot be discussed with much specificity. However, it is possible for the designers to provide alternatives that may influence pricing.

4. Driving It Home: A New Safe Driving Initiative in Prince George's County

Mr. Srikanth set the context for this item by noting that the board has been very concerned about the regrettable increase in highway fatalities in recent years and has made highway safety a particular focus this year. He noted that safety initiatives are occurring at the state, regional, and local levels and that he was pleased to welcome Prince George's County Councilwoman, and board member, Monique Anderson-Walker to speak to the committee about her new safe driving initiative entitled Driving It Home.

Councilwoman Anderson-Walker emphasized that the name of the program is #DrivingItHome noting that the hashtag is used because this reflects the language of our young people. The real goal of the program is to change driving culture and save lives. She noted that cultural shifts need to start with young people. The #DrivingItHome campaign was launched in March of this year with the support of the County Executive, the Department of Public Works and Transportation, and other agencies within the County. Since then Ms. Anderson-Walker has brought the message to many schools both within and outside of Prince George's County, including the District of Columbia as well as to churches and now to the TPB. She also noted that it is her vision that this be a regional effort and not limited to just one county.

The key messages of the #DrivingItHome campaign are to; 1) always wear your seat belt, 2) don't text and drive, 3) don't distract the driver, 4) never drink and drive, 5) stop speeding, and 6) avoid aggressive driving. Councilwoman Anderson-Walker then shared a 10-minute video on the #DrivingItHome campaign. The Councilwoman's Chief of Staff, Ashley Sharp spoke to a PowerPoint presentation after the video.

Ms. Sharp highlighted that the campaign has reached out to over 3,000 high school students in Prince George's County, the District of Columbia, and Northern Virginia and over 5,000 attendees at faith-based institutions. She then highlighted some of the crash and fatality statistics in Maryland, both statewide and in Prince George's County. Councilwoman Anderson-Walker finished the presentation by sharing her thoughts on next steps, which included having the TPB adopt a resolution in support of the #DrivingItHome campaign, continuing the engagement with TPB members on the #DrivingItHome initiative, and continuing the #DrivingItHome Talking Tours to educate new drivers and all passengers at the middle school and high school levels, working collectively to implement the strategies and best practices resulting from the Regional Safety Study, and committing to the regional safety summit.

In response to a question about which other subcommittees will be receiving briefings on #DrivingItHome, Mr. Srikanth noted that in addition to engaging the relevant subcommittees, the idea is to compile all the local safety programs in the region and share this knowledge base with the board.

5. VTRANS Update

Katie Schwing, OIPI, began by identifying what VTRANS is as VA's long-range, statewide, multimodal transportation plan, which outlines a vision and goals for transportation in the Commonwealth. She shared that VTRANS provides a backdrop for consistent and coordinated performance-based transportation planning between federal, state, regional, and local agencies, that it is a performance-based, multimodal, long-range plan, and that it is coordinated with MPO's and other stakeholders. Also, it includes a needs assessment and is updated at least every four years. She clarified that VTRANS has a statewide perspective and is not a compilation of local or regional plans.

Continuing Ms. Schwing elaborated on the VTRANS planning process, and that it includes assessing current conditions, evaluating where current plans are leading, analyzing prospective direction and attainment trajectory. Midterm and long-term needs and adjustments are considered followed by strategic actions that are derived in collaboration with key personnel and stakeholders. This leads to completing the plan and creating a process for implementation and monitoring.

Ms. Schwing then outlined VTRANS' five major goals, including Economic Competitiveness and Prosperity, Accessible and Connected Places, Safety for All Users, Proactive System Management and Healthy Communities and Sustainable Transportation Communities.

Ms. Schwing then provided demographic trends in population by the Commonwealth Transportation Board (CTB), district and population change by Planning District Commissions (PDC's) between the years 2000 and 2017 and from 2017-2045, noting that the state's population grew by 16.4% during the first period and is anticipated to grow by 24.3% by 2045. Another key finding is that No.VA has the largest population of residents at 30% of the state's total population.

Findings regarding age distribution and employment by industry were discussed noting that in No.VA and statewide the population of people 20 and under will decrease along with those 20-64, however the state and No.VA regions population above the age of 65 will increase almost double by 2045. An additional key finding in employment trends is the exponential growth of employment in the professional and technical services sector.

Ms. Schwing elaborated on economic and transportation linkages and how labor sectors were broken into three separate clusters with different needs, opportunities and constrains for efficient transportation. These clusters were defined as knowledge based, local service, and freight dependent. She then elaborated on the distinctions between the different industry clusters. Continuing with demographic trends she provided a slide that represented these clusters distribution between the years 2000 and 2045 noting that for Northern Virginia, the local serving employment cluster is the majority of employment that region and anticipated to grow from 57%-31% by the year 2045, while knowledge based employment will stagnate and a four percent reduction in freight dependent employment.

In respect to travel markets, VTRANS defines corridors of statewide significance, regional networks and urban development areas. She then provided graphic representation which illustrated where each of these travel market categories located geographically.

Regarding methodologies and measures, Ms. Schwing shared the mid-term needs include validating and building upon former long range plan's needs, to introduce new data sources and measures that are in line with federal performance reporting requirements, to tie measures to VTRANS goals and objectives and to coordinate with regional and local stakeholders to update needs. She then shared the planning process for each travel market in addition to measures use for each of the plan's goals with an emphasis on access to multimodal options.

Ms. Schwing noted that activity centers were identified and have served as a sort of backdrop in the planning process in addition to urban development centers.

She then provided a schedule of activities up to the end of CY 2019 and concluded in sharing information regarding CTB public outreach efforts.

Gary Erenrich, Montgomery County asked a question regarding the extent to which routes that connect DC and MD to No.VA were evaluated to which Ms. Schwing shared that performance measure are being evaluated through all of the different travel markets and the larger metropolitan regional network has been taken into consideration. She noted that further inquiry in those transit networks will be taken into greater consideration in the future and that that is a great are of discussion for future events.

Jon Schermann, TPB staff shared the suggestion that retail be included in the freight dependent travel market cluster, based on its logistical nature. Ms. Schwing replied in noting that freight does belong to both local and freight dependent markets and that an emphasis on freight has been made internally.

6. Visualize 2045 Initiatives: Alexandria Dash Transit Vision

Martin Barna, Director of Planning and Scheduling for DASH, briefed the committee on the Transit Vision, a strategic examination of transit and the DASH bus system in the City of Alexandria. Per his presentation, the Transit Vision Plan is an effort to reimagine the bus network for the city through needs analysis and community input. He reviewed the purpose and need for the study, with the city seeing declining transit ridership even as population and employment increase. He noted other network redesigns across the nation, including Columbus, Houston, and Baltimore. The City has come up with two illustrative concepts: Coverage and Ridership. Currently DASH splits the middle, with half the service focused on high transit needs corridors, or Ridership, and half the service focused on providing access to transit service throughout the city, or Coverage.

Currently, the study is completing collection of public input, which mostly favors the Ridership scenario, and a new network design plan will be put out for comment in the Fall. He showed several maps for the two concepts to illustrate the differences, including peak, midday, high-frequency, and weekend service maps. Importantly, both scenarios assume a twenty percent increase in service in future years, consistent with projected growth for the city. Bar charts summarizing the population's access to high-frequency, low-frequency, or no service under the two concepts were shown, including a set for racial minority and economically disadvantaged populations. Another set of graphics showed changes in travel time and access to jobs. Martin closed with a review of the public input being collected and the outreach efforts that have been made, before showing the next steps for the study. He also noted that the Vision planning staff are closely involved in and coordinating with the Bus Transformation Project study and team.

Bill Orleans, TPB citizen, asked if the public had weighed in on additional funding for increased transit service. Martin responded that provision of transit service does require trade-offs given funding limitations, but that most public comment did favor some modest increase in funding for transit. However, such a decision will be up to the City Council.

Mark Philips, WMATA, asked if the study was also looking at WMATA bus routes in the City. Martin answered affirmatively, and noted that all disciplines, other regional staff, and WMATA were involved in advising the study. It was also noted that the "Coverage" concept increases access to transit and to jobs, though not nearly as much as the "Ridership" concept.

7. Visualize 2045 Initiatives: NVTC VA-7 BRT Project

Dan Goldfarb, NVTC, briefed the committee on the progress of the VA-7/Leesburg Pike Bus Rapid Transit (BRT) project, for which a conceptual engineering study is now underway. He reviewed the project purpose – high capacity transit connecting Tysons and Alexandria – and the initial phases of the project. Initially, the study looked at the mode, bus rapid transit or light rail, and at the terminus

in Alexandria and whether a diversion to East Falls Church station was worthwhile. The selected alternative is a BRT system connecting to Alexandria's West End and routing through the East Falls Church station, which is predicted to increase ridership by 38%. Mr. Goldfarb also reviewed the projected population and employment growth for the corridor.

Phase three of the project is a conceptual engineering study now underway that will refine project costs, identify issues, and define the available right of way and how to preserve it for the BRT system. Mr. Goldfarb emphasized the close coordination with jurisdictions in the course of the study, including Fairfax County's detailed study and other projects and plans along the corridor such as Alexandria's West End Transitway. This phase of the study should wrap up this Fall. Phase four of the study will be a traffic analysis along the corridor, looking at changes in travel times and levels of service. Future phases include preliminary engineering and environmental analysis development.

There were no questions from the audience.

8. Bus Transformation Project: Draft Strategy

Lora Byala, Foursquare ITP, briefed the committee on the recommendations of the draft strategy of the Bus Transportation Project. Earlier in the year, the committee and the board were briefed on the Bus Transformation Project and its goal to create a bold new vision and a collaborative action plan for the future of bus in the region, and she reviewed the purpose and need for the study, including decreasing ridership and increasing costs. Public outreach and engagement have been integral to the project, and she reviewed the results of an earlier survey and the statistics of the soon to end comment period on the draft strategy.

The project has published its draft strategy and recommendations. The twenty-seven individual recommendations are organized into six areas or elements: customer focus, priority for bus on major roads, convenience, balanced local and regional provider responsibilities, streamlined back-office functions and shared innovation, and regional stewardship. Feedback from the public comment will be used to identify the relative timing and importance for the recommendations. After briefly reviewing the recommendations, Lora closed with the Strategy Development Process Roadmap and what the anticipated outcomes will be.

Bill Orleans, TPB citizen, expressed an opinion that the project has been in a closed process and asked that future analysis should have more public involvement. Lora Byala noted that the membership of the various committees totals over a hundred representatives from regional leaders, jurisdictional staff, and citizen advisory groups throughout the region, while the public has been engaged in numerous ways.

Gary Erenrich noted that jurisdictions and transit providers outside the WMATA Compact were not included and stated they should have been involved in the project. He added that he would like to see what the role of COG and TPB should be in the project. Kanti Srikanth responded that the TPB did receive a briefing on the project. However, it is the jurisdictional leadership and staff that have been involved that will be critical to any consensus on acting on its eventual final recommendations.

Anthony Foster noted that Prince George's County will be submitting comments on the project, particularly on the discussion of transferring responsibility for operation of multiple Metrobus routes to the County.

Mark Philips asked that any Technical Committee member coordinate with their staff on the project advisory committees to provide any comments.

Dan Malouff, Arlington, stated that outside providers and the commuter bus operators should be integrated in the project as well, and expressed his opinion that there is a lot of opportunity for better customer information for all of these transit services.

Kanti Srikanth noted that the concepts for transferring operation of some current Metrobus routes to local providers was an illustrative concept, not an actual proposal. Lora Byala agreed with this, and

noted that the focus should be on agreement on a set of objective criteria for defining and allocating regional and local transit route responsibilities.

Kanti noted that his understanding is that the ask is not so much the criteria for regional and local responsibilities, but that there should be such a set of criteria in the first place. The presentation to the board should clarify what the ask is: the included set of criteria or the need for such criteria. Lora Byala responded that the project will accept comments on both.

Mark Philips added that this is only a draft strategy. Feedback of any type will be integrated into the development of the future roadmap and it would be good to get comments on the included set of regional criteria.

Kanti responded that all of the twenty-seven recommendations will have feedback of varying magnitude, and stated that he would like to see an emphasis on high-level comments at this point. He suggested that the board presentation should close with specific asks for the elected officials.

Kristin Calkins stated that the DC Office of Planning and other planning groups are submitting comments that there should be more emphasis placed on the land use – bus connection and that one of the action recommendations should emphasize the importance of having the right land use to make high-quality bus service successful.

Kanti Srikanth noted that there has been some discussion on the funding implications of the study and that it would be worthwhile to explicitly point out that the entire regional funding model for bus transit will need to be reexamined. Even if the only outcome is coordinating on marketing, there would need to be a new funding model.

9. Other Business

• Station Access (John Swanson)

Mr. Swanson noted that in conjunction with the aspirational element of Visualize 2045 to improve bicycle and pedestrian access to metro stations, staff have been working on creating a priority list at the board's direction. Walksheds have been identified for high capacity transit stations with a combined density analysis to generate a draft list. There will be a presentation provided to the TPB in July.

• National Capital Regional Trail (Mike Farrell)

Mr. Farrell shared that the selection criteria for the expansion of the NCRT has been presented to the TPB Bicycle and Pedestrian Subcommittee. Additionally, site visits have taken place at three of the four counties and TPB staff have been in communication with Charles County staff. He noted that results are encouraging, and GIS network development is still underway. He anticipates having preliminary material to present to the Tech committee in July.

• Dockless Workshop Recap (Mike Farrell)

Mr. Farrell informed the committee that the third TPB Dockless Workshop took place on May 30. More jurisdictions are beginning to launch pilot programs. The event provided many new developments including the consideration of the high ridership levels of dockless modes and the shift that is taking place away from vehicles. He noted that approximately 60 attendees were present and that the presentation materials are available on the COG website. Mr. Farrell anticipates holding future events of this nature.

• Blue Line/Yellow Line Station Shutdown Update (Abigail Zenner)

Ms. Zenner drew the committee members attention to a memo that discusses WMATA, COG and TPB activities to date in analyzing and addressing this matter. The memo will be shared as part of the Director's report at its June meeting.

- **Certification Review**

Ms. Erickson informed the committee that the TPB Federal Certification Review is complete and that staff have received the resulting approval letter. This information will be presented to the board by FHWA staff at its upcoming June meeting.

- **Federal Aviation Administration Grant to support the CASP Program (Tim Canan)**

Mr. Canan reminded committee members an announced he made last fall regarding a FAA grant opportunity for the supplemental airport improvement program. TPB staff submitted a grant application to conduct an evaluation of our regional air passenger survey methodology with the goal of improving the response rate. Mr. Canan shared that the application was successful and that TPB staff have been awarded \$175,000 with no required match.

- **Private Providers Annual Transit Forum, June 11 (Eric Randall)**

Mr. Randall reminded members of the upcoming forum which has 75 registrants and reported there will be three major presentations with a regional roundtable update.

- **Federal Grant Opportunities (Eric Randall)**

Mr. Randall shared that some federal grants have been announced. On May 15 the announcement was made regarding a Bus and Bus Facilities grant with \$423 million in funds available and applications are due by June 21. FTA also announced an integrated mobility innovation grant opportunity of up to \$15 million that speaks to cutting edge technological opportunities, for which August 6 is the application deadline.

- **TPB Subcommittee Outreach Notice (Brandon Brown)**

Mr. Brown reminded members of the subcommittee outreach presentation that was given at the previous tech meeting and that an email will be going out to all members following the meeting containing a link to a survey where members can input the agency staff names of participants to each of the TPB's subcommittees.

- **Request for presentations on local projects which exemplify the seven endorsed initiatives**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – June 7, 2019**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP Kristin Calkins

MARYLAND

Charles County Alex Waltz

Frederick County Ronald Burns

City of Frederick Timothy Davis

Gaithersburg -----

Montgomery County Gary Erenrich

Prince George’s County Anthony Foster

Rockville -----

M-NCPPC

MDOT Kari Snyder

David Rogers

Takoma Park -----

VIRGINIA

Alexandria Jim Maslanka

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 Paolo Belita

PRTC Betsy Massie

VRE Sonali Soneji

VDOT Norman Whitaker

Regina Moore

VDRPT Ciara Williams

Xavier Harmony

Todd Horsley

NVPDC -----

VDOA -----

WMATA

Mark Phillips

FEDERAL/REGIONAL

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS -----

MWAQC -----

MWAA -----

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Kanti Srikanth, DTP

Lyn Erickson, DTP

Tim Canan, DTP

Andrew Meese, DTP

Mark Moran, DTP

Abigail Zenner, DTP

Anant Choudhary, DTP

Andrew Austin, DTP

Brandon Brown, DTP

Charlene Howard, DTP

Daivamani Sivasailam, DTP

Dusan Vuksan, DTP

Eric Randall, DTP

Greg Grant, DTP

Jaleel Reed, DCPS

Jane Posey, DTP

Jessica Mirr, DTP

Jinchul Park, DTP

John Swanson, DTP

Jon Schermann, DTP

Kenneth Joh, DTP

Matthew Gaskin, DTP

Michael Farrell, DTP

Nicole McCall, DTP

Paul DesJardin, DCPS

Ray Ngo, DTP

Sanghyeon Ko, DTP

Sergio Ritacco, DTP

Stacy Cook, DTP

William Bacon, DTP

OTHER

Bill Orleans

Alexandra Brun, MDE

Sonya Lewis-Cheatham, VDEQ

Will Pines, MDOT

Monique Anderson-Walker, PGC

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – June 7, 2019**

Ashley Sharp, PGC
Gina Anderson-Ford, PGC
Ken Fealing, SCC
Katie Schwing, VA OIPI