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**COMMUNITY ADVISORY COMMITTEE  
MONTHLY REPORT TO THE TPB**

June 17, 2026  
Tim Davis, CAC Chair

The June meeting of the CAC was held virtually on Thursday, June 11. The CAC received an update on the Regional Transportation Resilience program and held our “Act Locally” round-robin. Discussion on DMVMoves was deferred to July. The CAC also discussed the topic of member presentations on particular subjects. The CAC Chair and staff will formulate a recommendation based on the discussion.

**REGIONAL TRANSPORTATION RESILIENCE UPDATE: OVERVIEW OF RECENT PROJECTS- ECONOMIC ANALYSIS AND EXTREME HEAT**

Katherine Rainone, TPB’s Transportation Resilience Planner, provided an update on the program work. The program has completed several projects, specifically the Economic Impact Analysis and the Regional Extreme Heat Analysis projects. The economic impact assessment project consists of five case study benefit-cost analyses that were completed on individual example transportation assets across the region. The extreme heat project provides guidance on a variety of heat-related issues to inform strategies to enhance the resilience and adaptive capacity of the region’s multimodal transportation network. Members discussed several aspects of the presentation in detail, including issues in establishing street trees, bus stop design, and interest in extending the study done to date beyond rail to include bicycle and micro transit. Members also shared their personal stories of their experiences with high heat on rail, and improvements they have seen, such as the walkway canopies around the Dunn Loring Merrifield Bus Station.

Questions and comments included the following:

**Are there streetscape typologies that consider the rider’s experience relative to health, such as the scenery along the rail or bus route?**

There are studies that factor in these more intangible health benefits, but this particular study did not look at those factors.

**There are tree plantings taking place, but they are in the neighborhoods, not around the bus stops. Is WMATA going to do street tree plantings around bus stops? Are there uniform standards for design?**

Yes, WMATA is implementing landscaping or shade structures around bus stops where it has the ability to do so. Otherwise, each jurisdiction/transit agency may have different guidelines or standards for transit stop or curbside design which would govern. The range in bus stop design guidelines is one of the items the region is looking to address through DMVMoves processes.

**Misting tents offer immediate relief. Also, cold drinks or ice cream.**

Yes, these design details do offer immediate relief from high heat situations. All these assets cost money, of course, and different jurisdictions will prioritize some over others. The report offers a range of ideas a jurisdiction might consider for locations vulnerable to high heat.

**For the transit infrastructure analysis, was poor air quality factored in along with high heat when looking at the health effects?**

No, poor air quality was not factored in. It’s a good idea and worth looking into for an expansion of the analysis.

**Are future analyses going to look into micro transit?**

The next phase will likely look at bus routes. What we can analyze depends on what data we can access. Sometimes scooters and some bike shares don't have accessible data. It looks like Capital Bikeshare does, so we might be able to look at that data.

**Are there any quantitative studies that show these designs actually do reduce heat exposure?**

Yes. Several studies have shown there is a reduction in temperature when these designs are put in place.

**When these studies are complete, it would be helpful for CAC members to be able to use it for advocacy with our jurisdictions.**

Yes, that is the reason for these studies, so that our members can have a range of alternatives they might look at to lessen extreme heat or other climate-related effects that are cost-effective.

**Was 20 years chosen for a reason, it is possible that this time span disadvantages higher cost solutions that may take longer to show a benefit?**

Yes, that's possible. 20 years was chosen because that's the time span economists are generally comfortable using for the discounted rate, but it's reasonable to assume some of the higher cost solutions would be more durable, such as track hardening. The take-away is some of the low and middle cost solutions are effective and look like a good return on investment.

**"ACT LOCALLY" ROUND ROBIN**

Members continue to be active in several transportation initiatives around the region and the nation, including Bike-to-Work Day and presentations to community groups.

**ATTENDANCE**

- Tim Davis, Chair
- Ra Amin, Vice Chair
- Daniel Papiernik, Vice Chair
- Martha Fedorowicz
- Heather Gaona
- Dan Hardy
- Kevin Jiang
- Madeline Kaba
- Monica Martinez Lopez
- Dorothy Menelas
- Jeffrey Parnes
- Lorena Rios
- Rick Rybeck
- Gail Sullivan
- Connor Young

- Staff
- Laura Bachle
- Amanda Lau
- Lyn Erickson
- Rachel Beyerle

- Katherine Rainone
- Pierre Gaunaud
- Tom Harrington