



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: January 13, 2022

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: January 13, 2022

At its meeting on January 7, announced the appointment of Chair Sebesky announced the appointment of Ashley Hutson of the City of Manassas Park, as the Chair of the TPB's Community Advisory Committee for 2022.

The TPB Steering Committee reviewed and approved two resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP). At the request of DDOT, SR9-2022 included TIP Action 21-43 in the current TIP of record, adding approximately \$12 million in FTA Bus and Bus Facilities Discretionary and Formula programs (Sect. 5339 and Sect. 5339(b)) and District funding for capital investments in the DC Circulator project listing (TIP ID T6105). These capital improvements are exempt from the air quality conformity requirement and the amended funds were reflected in the financial analysis of Visualize 2045.

The second resolution to amend the TIP was requested by VDOT. The resolution includes TIP Action 21-41 in the FY 2021-2024 TIP adding funding for two projects: the Northstar Boulevard Extension project (TIP ID 6634) with approximately \$12 million in Northern Virginia Transportation Authority (NVTA) and other local funds, and \$15 million in Federal Lands Transportation Program (FLTP), NVTA, and local funds for the Construction: Federal Lands Highway Project Grouping (TIP ID 6441). The Northstar Boulevard Extension project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the Federal Lands Highway Project grouping is exempt from the air quality conformity requirement, Full funding for both projects is included in the financial analysis of the Visualize 2045 plan.

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action." The Director's briefing and the TPB's review, without objection, shall constitute the final approval of any actions approved by the Steering Committee.

Attachments

- Approved resolution SR9-2022 to amend the FY 21-24 TIP, requested by DDOT
- Approved resolution SR10-2022 to amend the FY 21-24 TIP, requested by VDOT

TPB Steering Committee Attendance – January 7, 2022
(only voting members listed)

TPB Chair/ VA rep.: Pamela Sebesky
TPB Vice Chair/MD rep.: Reuben Collins
TPB 2nd Vice Chair/VA rep.: Christina Henderson
DDOT: Mark Rawlings
MDOT: Kari Snyder
VDOT: Amar Shahpar
Technical Committee Chair: Matthew Arcieri

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-43 TO ADD FUNDING
FOR CAPITAL IMPROVEMENTS TO THE DC CIRCULATOR SERVICE, AS REQUESTED BY
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-43 which adds a total of \$11.9 million in funding from FTA's Section 5339 and Section 5339(b)-Bus and Bus Facilities Formula, and Discretionary Programs, and DC/State funding for capital improvements to the DC Circulator project (TIP ID T6105), as described in the attached materials:

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the program will appear in the TIP after the action is approved; Attachment B) Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; Attachment C) Funding Change Detail report that presents the Change Summary in table format; and Attachment D) a letter from DDOT dated December 16, 2021 requesting the amendment; and

WHEREAS, the updates to this project have been entered in the TPB's Project InfoTrak database application under TIP Action 21-43, creating the 43rd version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, the capital improvements to the DC Circulator service are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-43 which adds a total of \$11.9 million in funding from FTA's Section 5339 and Section 5339(b)-Bus and Bus Facilities Formula, and Discretionary Programs, and DC/State funding for capital improvements to the DC Circulator project (TIP ID T6105), as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on January 7, 2022.



National Capital Region
Transportation Planning Board

Attachment A: Project Overview Report
 FY 2021-2024 Transportation Improvement Program
 District Department of Transportation

TIP Action 21-43: Formal Amendment

<i>TIP ID</i>	T6105	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Bus
<i>Project Name</i>	DC Circulator	<i>County</i>	Washington	<i>Total Cost</i>	\$24,337,103
<i>Project Limits</i>	Not Location Specific	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2023
		<i>Agency Project ID</i>			

Description DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities)
 c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	SECT. 5304	-	\$351,343	-	-	-	-	\$351,343
PE	STATE	-	\$87,836	-	-	-	-	\$87,836
	<i>Total PE</i>	-	\$439,179	-	-	-	-	\$439,179
CON	SECT. 5339(B)	-	-	\$5,984,319	-	-	-	\$5,984,319
CON	SECT. 5339	-	-	\$1,500,000	-	-	-	\$1,500,000
CON	STATE	-	-	\$16,128,790	-	-	-	\$16,128,790
	<i>Total CON</i>	-	-	\$23,613,109	-	-	-	\$23,613,109
STUDY	CMAQ	-	-	\$227,851	-	-	-	\$227,851
STUDY	STATE	-	-	\$56,964	-	-	-	\$56,964
	<i>Total STUDY</i>	-	-	\$284,815	-	-	-	\$284,815
	<i>Total Programmed</i>	-	\$439,179	\$23,897,924	-	-	-	\$24,337,103

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>	<i>Current Change Reason</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020	SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update
21-06 Amendment 2021-2024	09/16/2020	04/08/2021	N/A	
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	
21-27 Amendment 2021-2024	06/25/2021	N/A	N/A	
21-30 Amendment 2021-2024	08/20/2021	N/A	N/A	
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A	
21-43 Amendment 2021-2024	01/07/2022	<i>Pending</i>	N/A	<i>Funding Change(s):</i> Total project cost increased from \$12,477,784 to \$24,337,103

Attachment B
Summary Report for TIP Action 21-43: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by the District Department of Transportation
Approved the TPB Steering Committee on January 7, 2022

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	CHANGE SUMMARY
T6105	DC Circulator	95	\$11,859,319	\$12,477,784	\$24,337,103	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 22 in CON from \$11,753,790 to \$16,128,790 SECT. 5339 ▶ Add funds in FFY 22 in CON for \$1,500,000 SECT. 5339(B) ▶ Add funds in FFY 22 in CON for \$5,984,319 <i>Total project cost increased from \$12,477,784 to \$24,337,103</i>

Attachment C
 Funding Change Detail Report for TIP Action 21-43: Formal Amendment
 to the FY 2021-2024 Transportation Improvement Program
 Requested by: District Department of Transportation

SOURCE	TIP Action	PRIOR TOTAL	2021						2022						2023						2024						FUTURE	GRAND TOTAL
			STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL	STUDY	PE	ROW	CON	OTHER	TOTAL		
Sect. 5304	21-33	\$0	\$0	\$351,343	\$0	\$0	\$0	\$351,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351,343
	21-43	\$0	\$0	\$351,343	\$0	\$0	\$0	\$351,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351,343
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	21-33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851
	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$227,851	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$227,851
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DC/State	21-33	\$0	\$0	\$87,836	\$0	\$0	\$0	\$87,836	\$56,964	\$0	\$0	\$11,753,790	\$0	\$11,810,754	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,964	\$0	\$0	\$11,898,590
	21-43	\$0	\$0	\$87,836	\$0	\$0	\$0	\$87,836	\$56,964	\$0	\$0	\$16,128,790	\$0	\$16,185,754	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,964	\$0	\$0	\$16,273,590	
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,375,000	\$0	\$4,375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,375,000	
Sect. 5339 - [Formula]	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	
Sect. 5339(b) - [Discretionary]	21-43	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,984,319	\$0	\$5,984,319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,984,319	
COMBINED	21-33	\$0	\$0	\$439,179	\$0	\$0	\$0	\$439,179	\$284,815	\$0	\$0	\$11,753,790	\$0	\$12,038,605	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,815	\$0	\$0	\$12,477,784	
	21-34	\$0	\$0	\$439,179	\$0	\$0	\$0	\$439,179	\$284,815	\$0	\$0	\$23,613,109	\$0	\$23,897,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284,815	\$0	\$0	\$24,337,103	
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,859,319	\$0	\$11,859,319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,859,319	

Government of the District of Columbia
Department of Transportation



December 16, 2021

The Honorable Pamela Sebesky, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chair Sebesky,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for one project as detailed below.

- 1. DC Circulator South Capitol Street Facility Improvements (TIP ID: T-6105c)**
 - a. Increase Sect. 5339(b) - Bus and Bus Facilities Grant (Competitive) funding for Construction in FY22 by \$5,984,319
 - b. Increase DCSTATE funding for Construction in FY22 by \$4,000,000
 - c. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY22 by \$1,500,000
 - d. Increase DCSTATE funding for Construction in FY22 by \$375,000

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its January 7th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

Saesha Carlile
Chief Administrative Officer
District Department of Transportation
Saesha.carlile@dc.gov

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-41 TO ADD THE
NORTHSTAR BOULEVARD EXTENSION PROJECT AND TO ADD FUNDING TO THE
CONSTRUCTION: PROJECT GROUPING FEDERAL LANDS HIGHWAY, AS REQUESTED
BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, Advanced Construction (AC) is the mechanism by which VDOT funds projects using state funding that will be reimbursed at a later time by the anticipated federal or other sources shown, and this reimbursement is called Advanced Construction Conversion/Payback (ACCP), which is not included in the project funding total; and

WHEREAS, VDOT has requested two amendments to the FY 2021-2024 TIP to add the **Northstar Boulevard Extension project (TIP ID 6634)** to the TIP with an additional \$11.75 million in Northern Virginia Transportation Authority (NVTA), local, and advanced construction funding; and to add \$15 million in Federal Lands Transportation Program (FLTP), NVTA, and local funding to the **Construction: Federal Lands Highway Project Grouping (TIP ID 6441)**, as described Attachment B in the attached materials:

WHEREAS, the attached materials include: Attachment A) TIP Project Overview report showing how the projects will appear in the TIP after the action is approved; Attachment B) Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; and Attachment C) two letters from VDOT dated January 7, 2022 requesting the amendments; and

WHEREAS, the updates to these projects have been entered in the TPB's Project InfoTrak database application under TIP Action 21-41, creating the 41st version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis and the Northstar Boulevard Extension project had previously been funded in the FY 2019-2024 TIP; and

WHEREAS, the Northstar Boulevard Extension project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the Federal Lands Highway Project grouping is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-41 which adds the **Northstar Boulevard Extension project (TIP ID 6634)** to the TIP with an additional \$11.75 million in NVTA, local, and advanced construction funding; and to add \$15 million in FLTP, NVTA, and local funding to the **Construction: Federal Lands Highway Project Grouping (TIP ID 6441)**, as described Attachment B in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on January 7, 2022.



TIP ID T6441 | *Lead Agency* Virginia Department of Transportation | *Project Type* Federal Lands Highway Program
Project Name Project Grouping: Constuction : Federal Lands Highway | *County* Arlington, Fairfax, Loudoun, Prince William | *Total Cost* \$43,513,290
Project Limits Various Locations | *Municipality* | *Completion Date* 2045
Agency Project ID

Description Grouping for federally funded transportation improvements on federal lands.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	FLAP	\$1,758,400	-	-	-	-	-	\$1,758,400
PE	LOCAL-AC	\$5,349,000	-	-	-	-	-	\$5,349,000
PE	LOCAL-ACCP	\$5,349,000	-	-	-	-	-	\$5,349,000
PE	LOCAL-offset	\$-5,349,000	-	-	-	-	-	\$-5,349,000
PE	STATE	\$439,600	-	-	-	-	-	\$439,600
	<i>Total PE</i>	\$7,547,000	-	-	-	-	-	\$7,547,000
CON	FLAP	\$2,063,200	-	\$13,504,000	-	-	-	\$15,567,200
CON	FLTP	-	-	\$2,306,039	-	-	-	\$2,306,039
CON	LOCAL-AC	-	-	\$2,598,251	-	-	-	\$2,598,251
CON	LOCAL-ACCP	\$1,428,000	-	-	-	-	-	\$1,428,000
CON	LOCAL-ioffset	\$1,428,000	-	-	-	-	-	\$1,428,000
CON	LOCAL	\$-1,428,000	-	-	-	-	-	\$-1,428,000
CON	NVTA	-	-	\$10,000,000	-	-	-	\$10,000,000
CON	STATE	\$515,800	-	\$3,551,000	-	-	-	\$4,066,800
	<i>Total CON</i>	\$4,007,000	-	\$31,959,290	-	-	-	\$35,966,290
	<i>Total Programmed</i>	\$11,554,000	-	\$31,959,290	-	-	-	\$43,513,290

*Various Locations

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-41 Amendment 2021-2024	1/7/2022	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$28,434,000 to \$43,513,290

* ACCP is not part of the Total



<i>TIP ID</i>	T6634	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - New Construction
<i>Project Name</i>	Northstar Blvd. Extension	<i>County</i>	Loudoun	<i>Total Cost</i>	\$109,129,575
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2024
		<i>Agency Project ID</i>	106994		

Description Northstar Blvd. Extension between US 50 (John Mosby Highway) & Shreveport Drive in Loudoun with a 6-lane divided roadway

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE REVSH	\$4,615,488	-	-	-	-	-	\$4,615,488
<i>Total PE</i>	\$4,615,488	-	-	-	-	-	\$4,615,488
ROW LOCAL	-	-	\$2,547,491	-	-	-	\$2,547,491
ROW NVTA	-	-	\$35,740,516	-	-	-	\$35,740,516
ROW NVTA	\$7,080,084	-	-	-	-	-	\$7,080,084
ROW NVTA	\$7,080,084	-	-	-	-	-	\$7,080,084
ROW NVTA	\$-7,080,084	-	-	-	-	-	\$-7,080,084
ROW REVSH	\$14,400,714	-	\$183,798	-	-	-	\$14,584,512
<i>Total ROW</i>	\$21,480,798	-	\$38,471,805	-	-	-	\$59,952,603
CON DEMO	\$25,000,000	-	-	-	-	-	\$25,000,000
CON NVTA	\$19,561,484	-	-	-	-	-	\$19,561,484
CON NVTA	\$19,561,484	-	-	-	-	-	\$19,561,484
CON NVTA	\$-19,561,484	-	-	-	-	-	\$-19,561,484
<i>Total CON</i>	\$44,561,484	-	-	-	-	-	\$44,561,484
<i>Total Programmed</i>	\$70,657,770	-	\$38,471,805	-	-	-	\$109,129,575

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-41 Amendment 2021-2024	1/7/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$88,058,000 to \$109,129,575
 * ACCP is not part of the Total

Attachment B
Amendment Summary Report for the
FY 2021-2024 Transportation Improvement Program
Virginia Department of Transportation
TIP Action: 21-41 Formal Amendment

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	CHANGE SUMMARY
T6441	Project Grouping: Constuction : Federal Lands Highway	53	\$15,079,290	\$28,434,000	\$43,513,290	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> ▸ Add funds in FFY 22 in CON for \$2,598,251 State or District Funding + Increase funds in FFY 22 in CON from \$3,376,000 to \$3,551,000 Federal Lands Transportation Program ▸ Add funds in FFY 22 in CON for \$2,306,039 Northern Virginia Transportation Authority ▸ Add funds in FFY 22 in CON for \$10,000,000 <p style="text-align: right;"><i>Total project cost increased from \$28,434,000 to \$43,513,290</i></p>
T6634	Northstar Blvd. Extension	24	\$11,748,575	\$97,381,000	\$109,129,575	Programming Update; Add Project to TIP	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">Local</p> <ul style="list-style-type: none"> ▸ Add funds in FFY 22 in ROW for \$2,547,491 Revenue Sharing - Remove \$183,798 in FY 2022 in PE ▸ Add funds in FFY 22 in ROW for \$183,798 Northern Virginia Transportation Authority ▸ Add funds in FFY 20 in ROW for \$7,080,084 CON for \$19,561,484 ▸ Add funds in FFY 22 in ROW for \$35,740,516 Northern Virginia Transportation Authority (ACCP) ▸ Add funds in FFY 20 in ROW for \$7,080,084 CON for \$19,561,484 <p style="text-align: right;"><i>Total project cost increased from \$97,381,000 to \$109,129,575</i></p>



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner
January 7, 2022

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-29

The Honorable Pamela Sebesky, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2019-2024 Transportation Improvement Program Amendments for Northstar Boulevard Extension,
Loudoun County, Virginia. TIP ID # 6634 (UPC 106994)

Dear Ms. Sebesky:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding to the Northstar Boulevard Extension between John Mosby Highway (US50) and Shreveport Drive (1.6 miles). This extension is the final piece connecting Belmont Ridge Road to US 50, providing an alternative to the Loudoun County Parkway.

VDOT is requesting to:

- 1- Move \$183,798 (REVSH) from PE to RW FFY22;
- 2- Move \$26,539,432 (AC-Other: NVTA) from CN to RW
- 3- Add an additional \$11,748,575 (AC-Other: \$9,201,084 NVTA, \$2,547,491 Local) FFY22

The total estimated cost of the project is \$109,129,575. An Environmental Assessment has been completed. This project is included in Visualize 2045, the related Air Quality Conformity Analysis, and the Financial Plan.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on January 7, 2022. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.
District Engineer

cc: Ms. Maria Sinner, P.E., Assistant District Administrator for Planning and Investment
Mr. Amir Shahpar, P.E., Director of Transportation Planning



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner
January 7, 2022

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-29

The Honorable Pamela Sebesky, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2019-2024 Transportation Improvement Program Amendments for TIP ID # 6441 (Federal Highway Lands grouped projects), Virginia

Dear Ms. Sebesky:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding for Federal Highway Lands, Virginia Projects Grouping.

VDOT is requesting to add \$1,606,039 (Federal Lands Transportation Program), \$12,598,251 (Other Funds - \$10,000,000 NVTA & \$ 2,598,251 Local) FFY22 in the construction phase of this project grouping.

Total estimated cost of the project grouping is \$22,472,436. This project grouping is included in Visualize 2045 and the Financial Plan. The projects in the group are exempt from air quality conformity analysis.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on January 7, 2022. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

John Lynch, P.E.
District Administrator

cc: Ms. Maria Sinner, P.E., Assistant Director for Planning and Investment
Mr. Amir Shahpar, P.E., Transportation Planning Director



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: January 13, 2022

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

December 15, 2021

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity for citations issued by automated traffic safety enforcement systems across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

Mayor Muriel Bowser, Governor Larry Hogan, and Governor Ralph Northam
December 15, 2021

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions that states and the District may choose to enforce through automated enforcement systems. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations issued across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region. As part of the taskforce's work, it will be important to recognize that automated enforcement is evolving differently in each jurisdiction and that reciprocity should prioritize enforcement for citations that are most directly tied to road safety. TPB further recommends that this safety taskforce among the District of Columbia, Maryland, and Virginia also review existing traffic laws and criteria for automated enforcement, and make recommendations for potential legislative action that will allow for consistency in meeting our region's safety goals; this may be an area where the TPB staff and members could provide support.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,



Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board



National Capital Region
Transportation Planning Board

January 4, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2021 Enhancing Mobility Innovation Program Grant Application by Prince George's County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Federal Transit Administration FY 2021 Enhancing Mobility Innovation Program grant to design and implement a deviated fixed route pilot program in an area with a concentration of minority and disadvantaged populations.

The deviated fixed route service will replace the current *The Bus 35S* (Fort Washington) fixed route bus service with curb-to-curb transportation using a minibus or van service on weekdays throughout the identified service area. The grant funding will be utilized to implement a pilot program to connect senior and disadvantaged populations to key activity centers such as grocery shopping centers and healthcare. As a part of the pilot, the County will test new real-time transit scheduling and monitoring technology that includes the option to send text messages for non-emergency situations to create a safe and inclusive environment for all service users.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's transit system. Investment in the county's transit system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation

January 13, 2022

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis MD 21401

Re: SB0210 – Employer-Provided Commuter Benefits – Expansion

Dear Chair Guzzone:

As home to both the Washington region’s metropolitan planning organization, the National Capital Region Transportation Planning Board (TPB), as well as its Transportation Demand Management (TDM) program, Commuter Connections, the Metropolitan Washington Council of Governments (COG) has a long history of supporting forward-looking transportation plans and mobility solutions including working with employers to provide commute benefit programs to their workers.

The Commuter Connections program along with its local jurisdictions has contributed to employers providing and expanding commute benefits regionwide and continues to seek innovative ways to further motivate employers to assist their workers with programs and incentives to lessen the demand on our roadway infrastructure and improve air quality. The outreach program also encourages employees’ use of alternative commute modes such as ridesharing, transit, telework, bicycling, and walking. Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses, but the community as a whole benefits from commute alternatives programs because they help reduce traffic congestion, improve air quality, and support economic development. For this reason, COG has partnered with local governments in the region to continue to offer programs that encourage the implementation of commute benefit programs at employment sites.

For your reference, TPB would like to share the following information on employers offering commute benefit programs for legislators as they consider efforts to expand employer-provided commuter benefits:

Employer Provided Commute Benefits Lead to Significant Transportation and Emission Impacts:

In a recent regional analysis conducted by Commuter Connections, nearly 2,000 employers representing 630,000 workers that offered premium level commute benefit programs at their worksites such as a qualified transit or vanpool benefit, teleworking, preferential parking for carpools and vanpools, and other commute related incentives helped reduce 85,000 daily vehicle miles of travel, 1.5 million daily vehicle miles of travel, and 145,000 annual tons of CO₂.

Types of Commute Benefits Offered By Employers

In a regional “State of the Commute” survey conducted in 2019 by Commuter Connections, The most commonly offered commute benefit services offered by employers were transit/vanpool subsidies available to 45% of worker respondents, and information on commuter transportation options, available to 26% of respondents. Two in ten (22%) respondents

The Honorable Guy Guzzone
January 13, 2022

said their employer offered services for bikers and walkers and 17% said preferential parking was offered to carpools and vanpools. One in ten (10%) said their employer offered Guaranteed Ride Home (GRH). Carpool subsidies were mentioned by about 8% of employees. Two vehicle-sharing services, bikeshare and carshare membership, were mentioned by 9% and 7% of respondents, respectively. Respondents whose employers offered incentives/support services were asked if they had ever used these services. Overall, 57% of respondents who said commute services were available had used a service. This percentage represented 34% of all workers who were not self-employed. More than six in ten (61%) of all respondents said their employers allowed some telework, either under a formal program (34%) or an informal arrangement (27%). During the pandemic, many area employers turned to telework at unprecedented levels to ensure the safety of their employees and the continuity of their business operations. This trend will likely continue as a recent Commuter Connections survey found that fifty-seven percent of work sites expected to see a long-term increase in teleworking, even when the pandemic is over.

Thank you for the opportunity to share this information with you. If you have any questions, I encourage you to contact COG's Deputy Executive Director of Metropolitan Planning Kanti Srikanth at 202-962-3257 or ksrikanth@mwcog.org.

Sincerely,



Chuck Bean
Executive Director

cc: Kanti Srikanth, Deputy Executive Director of Metropolitan Planning
Nicholas Ramfos, Director, Commuter Connections



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: January 13, 2022

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow and Dusan Vuksan, TPB Transportation Engineers
SUBJECT: Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Final Rule
DATE: January 13, 2022

After reviewing public comments on proposed rulemaking, the Environmental Protection Agency (EPA) published a revised and final rule, entitled “Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions (GHG) Standards,” in the Federal Register on December 30, 2021.¹ The rule will become final on February 28, 2022. The final rule increases the stringency of the GHG emissions standards established in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule in April 2020. The TPB submitted a joint comment letter with COG’s Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC) in support of EPA’s proposed rule on September 22, 2021.²

As noted in the Regulatory Update released by EPA:³

The final rule revises current GHG standards beginning in [model year] MY 2023 and increases in stringency year over-year through MY 2026. The standards finalized for MYs 2025 and 2026 are the most stringent option considered in the proposed rule and the MY 2026 requirements establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule significantly accelerates the rate of stringency increases to between 5 and 10 percent each year from 2023 through 2026. Under the previous standards stringency increased at a rate of roughly 1.5 percent per year. Today’s final standards are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in MY2026.

¹ Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.” 86 Fed. Reg., pp. 74434-74526. U.S. Environmental Protection Agency, December 30, 2021.

<https://www.federalregister.gov/documents/2021/12/30/2021-27854/revised-2023-and-later-model-year-light-duty-vehicle-greenhouse-gas-emissions-standards>.

² Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. “Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208.” Letter, September 10, 2021.

³ United States Environmental Protection Agency (EPA) Office of Transportation and Air Quality, “Regulatory Update” EPA-420-F-21-077. December 2021. <https://www.epa.gov/system/files/documents/2021-12/420f21077.pdf>

Although the impact of this rule on the GHG forecasts for the region's Long-Range Transportation Plan cannot be estimated until the EPA's MOtor Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. According to Federal Register notice, the final standards are expected to result in a 9% reduction in carbon dioxide (CO₂) emissions nationally by 2050 relative to the current SAFE rule standards. The rule will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone National Ambient Air Quality Standards (NAAQS). However, in the long term, strengthening GHG emissions standards is expected to reduce NOx and PM2.5 emissions as shown by EPA's forecasts in Table 36 and Table 37 of the Federal Register notice. As noted in the Metropolitan Washington 2030 Climate and Energy Action Plan, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

The National Highway Traffic Safety Administration (NHTSA) released complimentary proposed Corporate Average Fuel Economy (CAFE) Standards on September 3, 2021, approximately three weeks after EPA released its proposed standards, and has not finalized its standards as of this time.

Attachment: Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update (EPA-420-F-21-077 December 2021)

Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards

Regulatory Update

Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards – Final Rule

The Environmental Protection Agency (EPA) is finalizing federal greenhouse gas (GHG) emissions standards for passenger cars and light trucks by setting ambitious but achievable requirements for emissions reductions for Model Years (MY) 2023 through 2026. The standards would achieve significant GHG emissions reductions along with reductions in other air pollutants. This rule will result in substantial public health and welfare benefits, while providing fuel savings to consumers. Today's action will set the U.S. on a course to achieve ambitious GHG emissions reductions from transportation over the long term. The final rule provides a foundation for building on rapidly developing trends toward zero-emission technologies and the substantial reductions in air pollution they will make possible.

As a follow on to this action, EPA plans to initiate a future rulemaking to establish multi-pollutant emission standards for MY 2027 and beyond. Consistent with the direction of Executive Order 14037, "Strengthening American Leadership in Clean Cars and Trucks," this subsequent rulemaking will set standards through at least MY 2030 and will apply to light-duty vehicles and medium-duty vehicles.¹

Setting the Program on a Trajectory to Achieve Significant GHG Reductions

Today's rule puts EPA's clean cars program on track to achieve significant GHG emissions reductions over the long term. The final rule will prompt automakers to use clean technologies that are available today and help stimulate production of more electric vehicles. This rule is a critical step to setting the U.S. on a path to a zero-emissions transportation future.

The final rule revises current GHG standards beginning in MY 2023 and increases in stringency year over-year through MY 2026. The standards finalized for MYs 2025 and 2026 are the most stringent option considered in the proposed rule and the MY 2026 requirements establish the most stringent GHG standards ever set for the light-duty vehicle sector. The final rule significantly accelerates the rate of stringency increases to between 5 and 10 percent each year from 2023 through 2026. Under the previous standards stringency increased at a rate of roughly 1.5 percent per year. Today's final standards are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in MY2026.

¹ Medium duty vehicles include commercial pickups and vans, also referred to as heavy-duty class 2b and 3 vehicles.

Table 1: Comparison of Fleet Average Target Projections for the Final Standards Compared to Updated Fleet Average Target Projections* for the Proposed Standards, SAFE Rule and 2012 Rule

	EPA Projected Fleet-wide CO2 Emissions Standards	EPA CO2 standards expressed as “MPG equivalent”**	EPA Estimated Real World Label Value***
MY 2026 Standard Projections: Final Rule	161 grams/mile	55 mpg	40 mpg
MY 2026 Standard Projections: Proposal	173 grams/mile	52 mpg	38 mpg
MY 2026 Standards: 2020 Final Rule (SAFE2)	208 grams/mile	43 mpg	32 mpg
MY 2025 Standards: 2012 Final Rule	180 grams/mile	50 mpg	36 mpg

*All values calculated using the final rule updated fleet mix of 47% cars and 53% trucks in MY2026.

**MPG equivalent is the MPG assuming the GHG standards are met exclusively by reducing tailpipe CO₂.

***This is a value that would be comparable to what a consumer would see on a fuel economy label and reflects real-world impacts on GHG emissions and fuel economy that are not captured by the compliance tests, including high speed driving, air conditioning usage, and cold temperatures.

Climate Urgency

Making cars cleaner is critical to address climate change. Transportation is the single largest source of GHG emissions in the United States, making up 29 percent of all emissions. Within the transportation sector, passenger cars and trucks are the largest contributor, at 58 percent of all transportation sources and 17 percent of total U.S. GHG emissions.

The final standards will contribute toward the goal of holding the increase in the global average temperature to well below 2°C above pre-industrial levels and reducing the probability of severe climate change-related impacts, including heat waves, drought, sea level rise, extreme climate and weather events, coastal flooding, and wildfires. Reductions in GHG emissions from this rule will benefit populations that may be especially vulnerable to damages associated with climate change, such as the very young, the elderly, communities of color, low-income, disabled, and indigenous populations.

Benefits

This final rule would provide significant benefits with respect emission reductions, public health, and fuel savings.

- The benefits of this rule exceed the costs by \$120 billion to \$190 billion through 2050. Benefits include reduced impacts of climate change, improved public health from lower pollution, and cost savings for vehicle owners through improved fuel efficiency.

- Between \$8 and \$19 billion of the total benefits through 2050 result from improved public health due to reduced emissions of non-GHG pollutants, including NOx and other pollutants that contribute to fine particulates (PM2.5).
- Looking at fuel costs alone, American drivers will save between \$210 billion and \$420 billion through 2050.

Consumer Savings

Consumers will benefit from EPA's final standards due to savings from reduced fuel costs. EPA estimates that reduced fuel costs will outweigh the increase in vehicle costs by about \$1,080 over the lifetime of a MY 2026 vehicle. In other words, lifetime fuel savings will outweigh the upfront vehicle cost, and fuel savings accumulate over time, with savings growing relative to costs.

Emissions Standards

As with EPA's previous light-duty GHG programs, EPA is finalizing standards expressed as "footprint based curves" for both passenger cars and trucks. Under this approach, each manufacturer has a unique standard for the passenger car and truck categories, for each model year, based on the sales-weighted footprint-based CO2 targets of the vehicles produced in each MY.

The graphic below (Figure 1) shows EPA's final standards, expressed as average fleetwide GHG emissions targets (cars and trucks combined), projected through MY 2026. For comparison, the figure also shows the corresponding targets for the proposal and the prior 2020 and 2012 rules. The projected fleet targets under the final rule increase in stringency in MY 2023 by about 10 percent (from the existing standards in MY 2022), followed by a stringency increase of about 5 percent in MY 2024, as proposed. For MYs 2025-2026 EPA is finalizing stringency increases more stringent than those proposed, about 7 and 10 percent year over year, respectively. EPA intends to initiate a subsequent rule to establish standards for MYs 2027 and beyond.

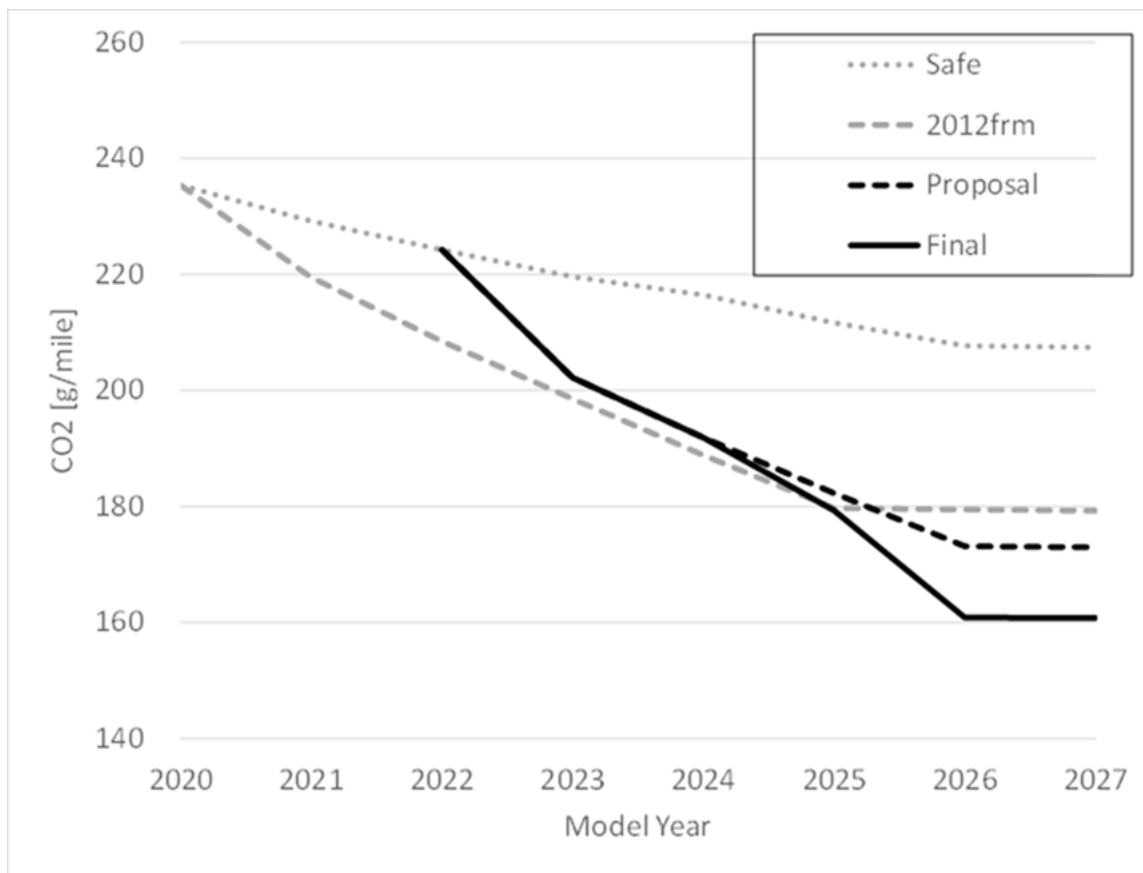


Figure 1: EPA Final Industry Fleet-Wide CO2 Compliance Targets, Compared to the Proposal and 2012 and 2020 Rules, grams/mile, 2021-2026

Table 1 (below) presents the estimates of EPA’s final standards presented in Figure 1, in terms of the projected overall industry fleetwide CO2-equivalent emission compliance target levels. The industry fleet wide estimates in Table 1 are projections based on modeling EPA conducted for the final rule, taking into consideration projected fleet mix and footprints for each manufacturer’s fleet in each model year. Table 2 presents projected industry fleet average year-over-year percent CO2 reductions for the final standards. Table 3 presents projected technology penetration levels in MY 2026 for several major technology categories.

Table 1: Projected Industry Fleet-wide CO2 Compliance Targets (CO2 grams/mi)

Model Year	Cars	Trucks	Combined Fleet
2022 (SAFE reference)	181	261	224
2023	166	234	202
2024	158	222	192
2025	149	207	179
2026 and later	132	187	161

Table 2: Projected Industry Fleet Average CO2 Target Year-Over-Year Percent Reductions

Model Year	Combined Fleet
2023	9.8%
2024	5.1%
2025	6.6%
2026	10.3%
Cumulative	28.3%

Table 3: Model Year 2026 Technology Penetrations Projected under the Final Rule

Technology	New Light-duty Vehicle Fleet Penetration
Advanced High-efficiency Engine Technology	59%
8-speed and other advanced transmissions	71%
Mild Hybrid	5%
Strong Hybrid	7%
Battery Electric Vehicles + Plug-in Hybrid Electric Vehicles	17%

Achievable Efficiency Gains, Building on Sector Trends

Automakers are in a strong position to meet these final standards. The auto industry supported EPA’s proposal for the standards to begin in MY2023, and our final rule maintains the MY2023 start date for revised standards. From 2012 until last year, all the automakers were required to meet more stringent standards in 2023 than those being finalized today. Their technological progress over the years has been impressive. Although the 2020 SAFE rule standards were much less stringent, technological advancement over the past ten years has been significant and continues. Nearly all major automakers have announced plans to transition their vehicle fleets to zero-emissions, with many electric vehicle launches planned before 2026. The entry of so many new EV models over the next few years will put the auto industry in a strong position to meet the standards. Finally, the program includes averaging, credit banking and trading provisions to aid the industry in meeting standards through a multi-year planning process, and EPA also is finalizing additional targeted compliance flexibilities to help the industry manage its transition to more stringent standards.

Program Flexibilities and Incentives

EPA’s regulatory programs for cars and trucks have traditionally offered automakers compliance options to help them meet standards in the ways that are most appropriate and cost effective for individual companies. EPA received many comments on the proposed flexibility provisions of this rule. After considering the comments along with our updated analyses, we are finalizing flexibility provisions that are narrower than proposed. The final rule focuses the available flexibilities in MYs 2023-2024 to help manufacturers manage the transition to more stringent standards in the longer term by providing some additional flexibility in the near-term. The flexibilities that EPA is adopting are:

- A limited extension of credits generated by overcompliance with the MYs 2017 and 2018 standards that can be carried forward for compliance with the MY 2023-2024 standards, respectively.

- Advanced technology vehicle multiplier credits for MYs 2023-2024 with a cumulative credit cap of 10 grams CO₂ per mile. This incentive encourages manufacturers to accelerate introduction of zero and near-zero emissions vehicles.
- Full-size pickup truck incentives for strong hybrids or similar performance-based credit for MYs 2023-2024. Similar incentives were included in the 2012 rule but removed by the 2020 SAFE rule for MYs 2022-2025.
- “Off-cycle” credits of up to 15 g/mile. Off-cycle credits recognize and incentivize technologies that provide real-world emissions reductions but which are not captured on EPA’s tailpipe emissions compliance tests. These include technologies such as high-efficiency headlamps or solar reflective paint that keeps the vehicle cabin cooler to reduce air conditioning needs.

Safety

This rule will not impact driving safety. EPA estimates that the risk of fatal and non-fatal injuries will remain virtually unchanged by this program.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
Jon Schermann, TPB Transportation Planner
SUBJECT: TLC and RRSP Programs: Application periods this year
DATE: January 13, 2022

The TPB is now accepting applications for the Transportation Land-Use Connections (TLC) Program and soon will be accepting applications for the Regional Roadway Safety Program (RRSP).

Key dates and deadlines

Transportation Land-Use Connections Program (TLC)

- Application period began: December 17, 2021
- Abstracts due (optional): January 10, 2022
- Applications due: February 21, 2022
- TPB approval of projects: April 20, 2022

Regional Roadway Safety Program (RRSP)

- Application period begins: January 17, 2022
- Abstracts due (optional): February 11, 2022
- Applications due: March 18, 2022
- TPB approval of projects: May 18 or June 15, 2022

Common features of both programs

- Short-term consultant services are provided for small planning and design projects.
- Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction.
- Projects are eligible to receive planning assistance valued between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for design projects.
- Projects typically last 7-9 months.
- Recipients receive short-term consultant services and no direct financial assistance.

Program funding priorities

Transportation Land-Use Connections Program (TLC)

The TPB encourages TLC applications that promote vibrant communities by:

- Expanding Multimodal Transportation Options

- Supporting Land-Use Enhancements in Activity Centers and Near High-Capacity Transit
- Increasing Access for Low-Income and Minority Communities
- Enhancing Bike/Ped Access to Transit
- Developing Key Regional Trails

Regional Roadway Safety Program (RRSP)

The TPB encourages applications that address one or more of the following regional safety priorities:

- Improve safety for low-income and minority communities
- Improving road user behavior
- Identifying and designing safety countermeasures
- Understanding safety data
- Cross-jurisdictional safety improvements

Other competitive application opportunities

The two application periods listed above – for TLC and RRSP – will be the only solicitations this year for the TPB’s local technical assistance programs. The Transit Within Reach program, which also provides local technical assistance, is operating on a two-year cycle and will next solicit applications in calendar year 2023.

Later this spring, the application periods for federal grants through the Transportation Alternatives Set-Aside Program (TAP) will be open for Maryland and the District of Columbia. TAP provides funding for smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Although the TAP grants are administered by state DOTs, the TPB is provided with a suballocation of TAP funding every year under federal law.

The TAP application periods for both Maryland and the District of Columbia are expected to be open between April and May of this year. The TPB is currently scheduled to approve Maryland and D.C. TAP projects in July. Virginia conducts TAP solicitations every two years. The next application period for Virginia will be in calendar year 2023.

For more information:

- TLC and TAP: John Swanson (jswanson@mwkog.org)
- RRSP: Jon Schermann (jschermann@mwkog.org) or Janie Nham (jnham@mwkog.org)

January 12, 2022

The Honorable Todd Gilbert
Speaker, Virginia House of Delegates
900 E. Main Street
Richmond, VA 23219

The Honorable Richard L. Saslaw
Majority Leader, Virginia Senate
P.O. Box 396
Richmond, VA 23218

Re: Repeal of current participation limitations on WMATA Board of Directors Alternates

Dear Speaker Gilbert and Majority Leader Saslaw:

On behalf of the Board of Directors of the Metropolitan Washington Council of Governments (COG), we are writing to **strongly urge the repeal of VA Code § 33.2-1526.1(L) which currently results in a reduction of funding if WMATA Alternate Directors participate in board or committee meetings when directors are present.** As the association of local governments in metropolitan Washington, the operation of a safe and effective Metro system is a top priority. We commend the Commonwealth's unprecedented commitment to provide annual dedicated funding to support the transit system throughout Northern Virginia and the metropolitan Washington region, which aligns with our 2022 Legislative Priorities.

The legislation passed in 2018 by the Commonwealth of Virginia, VA Code § 33.2-1526.1(L), requires a reduction in funding if WMATA Alternate Directors participate in board or committee meetings when directors are present. The effect of this is to impede the ability of Alternate Directors to access the information and knowledge necessary to effectively step in and represent their jurisdictions when required. In turn, this hampers the ability of each state to recruit competent alternate directors willing to serve.

In order to re-instate the ability of WMATA Board Alternate Directors to operate effectively, the board urges the Commonwealth of Virginia to repeal VA Code § 33.2-1526.1(L). Subsequent to amendment of this statute, the board urges the amendment of WMATA Bylaws Article II.11 and Article III.3.a, and otherwise as necessary, to allow Alternate Directors to participate in all board and committee meetings irrespective of the presence of the alternate's respective Director. An essential role of the WMATA Board of Directors is to ensure the transparency and accountability of the transit authority. To do so, Alternate Directors need to have access to all information provided to Directors.

Your collaboration is essential to the continued leadership our region needs to keep Metro safe and our economy thriving. We appreciate your support on this matter. If you have any questions, please contact COG Executive Director Chuck Bean at cbean@mwkog.org or (202)962-3260.

Sincerely,



Christian Dorsey
Chair, Board of Directors
Arlington County, Virginia



Kate Stewart
Vice Chair, Board of Directors
City of Takoma Park, Maryland



Charles Allen
Vice Chair, Board of Directors
District of Columbia

Cc: Metropolitan Washington Area Transit Authority Board of Directors



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2022, including a new proposal to host a combination of virtual and in-person meetings
DATE: January 13, 2022

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2022 have been set and were distributed to members during the October through December board meetings. As was discussed by the TPB's Steering Committee in January, Chair Sebesky advised staff to update the TPB meeting schedule with a tentative proposal for the format of the board meetings – a combination of in-person and virtual. As was reported to the board previously, there is interest among the members of the board to continue using the virtual meeting format, periodically, even after the current public health related concerns merit limited in-person gatherings. Apart from utilizing this newly adopted capability, periodically holding virtual meetings would demonstrate TPB's commitment to teleworking as a means of reducing travel and related energy consumption and emissions.

The following updated table identifies the proposed meeting format for the TPB's monthly meetings during 2022 (meeting dates and times have not changed). Please note that the proposed format of the meeting would be continually assessed, and changes proposed based on feedback from members and topics that the board would be taking up during each upcoming meeting could be considered. **Members will be notified of any changes a month ahead.** Please note that meetings identified as In-person meetings will be primarily In-person and members would be able to participate virtually to accommodate any special needs of the members. Consistent with current Bylaws, members seeking such accommodations should notify staff ahead of time (no later than the Monday before the meeting).

This year, TPB falls on the third Wednesday of every month (except August, where there is no meeting). Due to the July and September holidays, Technical/Steering Committees meet the 2nd Friday, as opposed to the Friday that falls on the holiday weekend.

2022 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	NEW INFO TPB Meeting Format
	1 st Friday at 9 AM	1 st Friday at 12:15 PM	3 rd Wednesday at 12 Noon	
January	7	7	19	VIRTUAL*
February	4	4	16	VIRTUAL
March	4	4	16	IN PERSON**
April	1	1	20	IN PERSON
May	6	6	18	VIRTUAL
June	3	3	15	IN PERSON
July	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20	IN PERSON
August	No meetings	No meetings	No meetings	-
September	9 (2 nd Friday due to holiday)	9 (2 nd Friday due to holiday)	21	VIRTUAL
October	7	7	19	IN-PERSON
November	4	4	16	VIRTUAL
December	2	2	21	IN PERSON

*** VIRTUAL** – Meeting will be conducted in an all-virtual manner, with no members coming to the COG building.

**** IN PERSON** – Meeting will be conducted in a hybrid format, with members coming to the COG building and including an option to participate virtually with notification per the TPB Bylaws (notify by the Monday before the TPB meeting).