



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 9, 2022

The Steering Committee met on June 3 and set the agenda for the June 15 TPB meeting.

There were no Steering Committee actions in June.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 9, 2022

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



National Capital Region
Transportation Planning Board

May 19, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Mega Program Grant Application by the Virginia Department of Transportation for the National Landing Connecting Communities Through Choice Project

Dear Secretary Buttigieg:

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 the Virginia Department of Transportation (VDOT) for a Multimodal Program Discretionary Grant (MPDG) grant for the National Landing Connecting Communities Through Choice project.

The Connecting Communities Through Choice project seeks to transform a segment of elevated urban freeway in Crystal City, Arlington County to an at-grade, tree-lined urban boulevard with wide spaces for sidewalks, street trees, lighting, and other amenities desired by citizens and landowners—and with safe crossings for pedestrians, bicyclists, and other users. Part of the Route 1 highway through the National Landing district, this transformation will reconnect the business district to adjacent neighborhoods, creating space for public transit, walking, and cycling, improving safety and transit accessibility, and providing mobility for residents and employees of the Amazon headquarters and other mixed-use developments in this area.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported targeted transportation improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by VDOT. 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,

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

Cc: W. Sheppard Miller III, Secretary, Virginia Department of Transportation



National Capital Region
Transportation Planning Board

May 19, 2022

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

Re: FY 2022 Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs Grant Application by the Washington Metropolitan Area Transit Authority for the Electrification Infrastructure at Bladensburg Bus Garage project

Dear Administrator 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 Washington Metropolitan Area Transit Authority (WMATA) for a Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs grant for the Electrification Infrastructure at Bladensburg Bus Garage project.

In June 2021, WMATA's Board of Directors adopted a resolution requiring a transition to a 100% zero-emission bus fleet by 2045, a commitment in line with regional policies. WMATA has begun planning for the conversion of infrastructure and facilities to support bus electrification, including modernization of the Bladensburg Bus Garage, located in northeast Washington, D.C. This facility will be undergoing renovations over the next few years, and WMATA plans to modernize and update the facility to increase environmental safety features, accommodate an expanded bus fleet, and support the zero-emission bus plan. This grant will support design work and necessary facility and power improvements to make the Bladensburg bus facility ready to support electric buses in the future.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB 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 environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by WMATA. 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. Andrew Off, Acting General Manager, WMATA



National Capital Region
Transportation Planning Board

May 19, 2022

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

Re: FY 2022 Low or No Emission (Low-No) Grant Program Grant Application by the Washington Metropolitan Area Transit Authority for the Electric Bus Charging at Northern Bus Garage project

Dear Administrator 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 Washington Metropolitan Area Transit Authority (WMATA) for a Low or No Emission (Low-No) Grant Program grant for the Electric Bus Charging at Northern Bus Garage project.

WMATA has begun the reconstruction of the 100-plus year-old Northern Bus Garage into a new modern, safe, and environmentally sustainable bus facility. With support from this grant, WMATA will be able to make the transformative investment needed to cover the incremental costs associated with converting the facility to fully support electric bus technology, including charging infrastructure and associated electrical work. This will accommodate operations of electric buses from this facility once it reopens in 2026, which the surrounding community and local elected officials strongly support. Battery-electric buses will be a cornerstone of WMATA's transition to a zero-emission fleet and WMATA has begun planning for fleetwide conversion of infrastructure and facilities to support bus electrification, starting with the Northern Bus Garage.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB 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 environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by WMATA. 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. Andrew Off, Acting General Manager, WMATA



National Capital Region
Transportation Planning Board

June 8, 2022

Ms. Holly Arnold
Administrator, MDOT MTA
Maryland Transit Administration
6 St. Paul St.
Baltimore, MD 21202

Re: FY 2023 Statewide Transit Innovation Grant (STIG) Application by Montgomery County, Maryland for the Transit Driving Simulator Safety Project

Dear Administrator Arnold,

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 Montgomery County, Maryland for a FY 2023 Statewide Transit Innovation Grant for the Transit Driving Simulator Safety Project.

Montgomery County proposes to acquire transit driving simulators and design a training program for new and existing bus operators of the Ride On system. The project will support efforts to improve transit reliability by reducing crashes, increasing operational efficiency, and improving driver retention.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB 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 bus system and to improve safety outcomes on our roadways. Investing in operator training systems will provide benefits to the region's citizens and visitors through safer and higher quality public transportation service and is consistent with the TPB's adopted safety improvement strategies. The support and promotion of public transportation are key strategies of our adopted Regional Transportation Priorities Plan and Aspirational Initiatives.

The TPB requests your favorable consideration of this request by Montgomery County. I anticipate that upon a successful STIG 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,

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

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 9, 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: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2022,
DATE: June 9, 2022

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2022 have been set and the dates and times have not changed. Please find below a list of the proposed meeting format for the TPB’s monthly meetings for the rest of calendar year 2022 (In Person/Virtual).

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 will 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).

2022 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES				
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board	NEW INFO TPB Meeting Format
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon	
June	3	3	15	IN PERSON
July	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20	VIRTUAL
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).



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Joint meeting with the TPB and CAC, July 14, 6-8 PM
DATE: June 9, 2022

All TPB members are invited to attend a special joint meeting on July 14, 6-8 pm, designed to strengthen the relationship between the TPB and the TPB's Community Advisory Committee (CAC).

This session will feature short presentations from the three TPB officers – Chair Sebesky, Vice Chair Collins, and Vice Chair Henderson – in which they will describe how they balance their work on regional issues at the TPB with the local interests they represent as elected officials. After a full group discussion, the session will break into three groups, giving all participants – CAC and TPB members alike – the chance to discuss regional transportation issues that pertain to their own states.

The meeting will be conducted virtually via Microsoft Teams. The meeting link will be provided on the CAC meeting agenda, which will be posted on the COG/TPB website.

There is no requirement to register in advance, but if you have any questions, please contact Kanti Srikanth (ksrikanth@mwkog.org) or John Swanson (jswanson@mwkog.org).

We hope to see you there!



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, and
Leo Pineda, TPB Transportation Planner
SUBJECT: TPB Transportation Resiliency Webinars
DATE: June 9, 2022

BACKGROUND

In 2022, the TPB conducted a Transportation Resiliency Study that produced a memorandum and white paper, now available online on the [Visualize 2045](#) and [COG websites](#). One of the recommendations of the study was to continue building the capacity of technical staff in this planning area. To this end, the TPB is conducting a 4-part webinar series on transportation resiliency.

Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. See details on each event below. Register online at: <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/resiliency/>

Transportation agencies, metropolitan planning organizations (MPOs), and local governments across the country are assessing ways to ensure that transportation infrastructure is resilient in the face of natural disasters and preparing for the effects of climate change. One aspect of that preparation is capacity building and information sharing.

Through its planning priorities, the TPB supports resiliency research, development of data and mapping tools, professional capacity building, and local and regional collaboration to develop an integrated approach to resilience planning. The webinar series will bolster capacity by providing an introductory webinar on how resilience is approached in the region, along with three in-depth webinars focusing on planning for and technical application of climate integration into vulnerability assessments, resilience planning, and project development and design.

Resiliency is
“the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”
[Federal Highway Administration](#)

A resiliency webinar will be held once a month this April, May, June, and July. Planners, engineers, transportation, environmental services, community development, and policy professionals are invited to participate in one or more of the sessions.

Webinar Topics and Schedule

The four webinars will build on one another, covering how climate is changing in the region, how climate change affects the transportation system, and the funding opportunities available for transportation resilience. As listed, all webinars will be held on Fridays at 2:00 – 3:30 P.M.

April 8

2:00 – 3:30 P.M.

Webinar 1: Transportation Resilience in the Region: What Next?

Provides an overview of transportation resilience to set the stage for the rest of the series

Learning objectives:

- Define key terms
- Understand COG and TPB resilience and equity work to date and available resources
- Understand climate impacts in the region
- Understand how traditionally marginalized populations may be particularly vulnerable to climate impacts
- Understand federal resilience requirements and funding opportunities

May 13

2:00 – 3:30 P.M.

Webinar 2: Get Started: Climate Vulnerability Assessments

Increases understanding of approaches to conducting a vulnerability assessment and why these assessments are valuable to decision makers

Learning objectives:

- Understand the benefits and common challenges of a vulnerability assessment
- Understand different approaches to conducting a vulnerability assessment
- Understand your role in conducting or supporting a vulnerability assessment

June 10*

2:00 – 3:30 P.M.

Webinar 3: Break Down Barriers: Integrating Climate Resilience into Planning & Programming

Illustrates the value of and process for integrating resilience into planning and programming

Learning objectives:

- Identify opportunities for integrating resilience into planning and programming
- Increase familiarity with new Federal Highway Administration (FHWA) resources
- Gain knowledge and lessons learned from peer organizations

July 15*

2:00 – 3:30 P.M.

Webinar 4. Break Down Barriers: Integrating Climate Resilience into Project Development & Design

Illustrates the value of and process for integrating resilience into project development and design

Learning objectives:

- Identify opportunities for integrating resilience into project development and design
- Increase familiarity with FHWA [Synthesis of Approaches for Addressing Resilience in Project Development](#)
- Gain knowledge and lessons learned from peer organizations

*Due to speaker availability, the order of the June and July webinars is subject to change.

TPB Climate and Resiliency Resources

In preparation for the webinar series, learn more about TPB resiliency and climate change studies by visiting COG's [Transportation Resilience page](#).

Recent COG and TPB reports:

[2030 Climate and Energy Action Plan](#) (2020)

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: scook@mwkog.org, lpineda@mwkog.org



June 1, 2022

To: COG Chief Administrative Officers (CAOs)
Environment and Transportation Agency Directors

Re: Invitation to Support a Regional Electric Vehicle Infrastructure Deployment Plan

Dear colleagues:

On behalf of the Board of Directors and the Climate, Energy, and Environment Policy Committee (CEEPC) of the Metropolitan Washington Council of Governments (COG), I am writing to invite you to participate in the development of a Regional Electric Vehicle (EV) Infrastructure Deployment Plan ("Plan"). The COG Board believes the region will benefit from a collaborative effort to develop an EV deployment plan and has directed staff to identify member jurisdictions interested in participating.

Basic elements of the Plan would be to provide the region with an assessment of the number of EV charging stations by type that will be needed to support future fleets of EVs and potential optimal locations for the EV charging stations across the region. Results will be provided at the jurisdictional level using consistent methodologies and assumptions. In addition to helping advance our shared climate priorities, the Plan will be helpful in pursuing federal and state grants, either individually or collectively on behalf of the region, especially to position metropolitan Washington favorably for new infrastructure funding.

Several jurisdictions (Frederick County, the City of Rockville, and Prince George's County) have initiated work with COG on coordinated EV planning. We understand other members (Arlington, the District of Columbia, the City of Frederick, and the City of Alexandria) have completed or are currently working on local EV plans as well.

So that the region can develop a consistent and comprehensive Regional Electric Vehicle (EV) Infrastructure Deployment Plan, we encourage you to consider joining our initiative, either through direct staff or consultant coordination with our project team or through a contribution of funding to the effort.

Attached is a high-level proposed scope of work for the Plan. A detailed scope will be developed in consultation with participating jurisdictions. Please contact Jeff King, COG's Director of Climate, Energy, and Air Programs at (202) 962-3238 or by email at jking@mwkog.org to discuss joining the initiative. Thank you for your consideration of this forward-looking opportunity.

Sincerely,

A handwritten signature in blue ink that reads "Chuck Bean".

Chuck Bean
Executive Director

Regional Electric Vehicle Deployment Plan for Metropolitan Washington

General Description

The purpose of this project is to assess the infrastructure needs across the metropolitan Washington region to support the transition of light-duty vehicles from fossil fuel to electric power. The results of the project could serve as the region's blueprint to deploy a robust regional network of electric vehicle (EV) support equipment (EVSE) to accommodate anticipated needs of the region's residents, workers, and visitors using EVs as a major element of mitigating the adverse impacts of Climate Change. The project, administered by COG with consultant support, will develop the core components of a regional EV deployment plan by: 1) conducting research and analyses regarding electric vehicles and related infrastructure; 2) assessing and quantifying the needs for EV chargers; and 3) identifying the optimum locations for these various types of EV chargers to form a network of EV charging stations.

Detailed Description

Specific steps in the project shall include:

Task 1: Electric Vehicle and Charging Needs Assessment and Forecast

1) Develop projections about future electric vehicle usage for the region. In collaboration with the project team, recommend and develop projection scenarios, including consideration of greenhouse gas emissions goals, growth in for-hire vehicles, and potential mode shifts. Projections of future EV fleet could be based on analysis of latest vehicle registration data, forecasts of population, employment, and housing, daily trips and vehicle miles traveled, and jurisdiction-level origins and destinations. Coordinate across all COG member jurisdictions.

2) Based on scenarios of future projected growth in electric vehicle-related travel, develop an assessment of projected number of electric vehicles charging stations needed matching the forecast future travel patterns and number of EVs. Use data from locally developed EV or Climate or Energy plans as available.

Deliverables:

- Literature review of and recommendation for an approach to develop projections for electric vehicles and the necessary supporting infrastructure.
- Draft and final Electric Vehicle and Infrastructure projections/forecast scenarios.

Task 2: Electric Vehicle Charger Deployment Planning

1) Develop data on existing vehicle charging infrastructure in the region. Obtain and update GIS layers to document all EVSE locations with accompanying data.

2) Develop an approach to identify and recommend locations to place the estimated number of EV chargers throughout the region. The locations identified/recommended would be based on the forecast number of EV trips and their predominant travel patterns. This work will consider and incorporate the currently defined EV corridors in the region, as appropriate and COG's Regional Activity Centers (RAC), Equity Emphasis Areas (EEA) and High-Capacity Transit Stations (HCT). The intent of this work activity is for the recommended number and location of EV chargers to form a region wide network of EV charging stations to provide EV operators with a reasonable certainty/reliability of finding charging stations during travel.

3) The recommended EV charger locations, perhaps referred to as EV Charging Zones (EVCZs) will be mapped as a GIS layer. An analysis of the distribution of the EVCZs located within or adjacent to RACs, EEAs and HCTs will be provided, along with, to the extent possible, the number of EVs estimated to be served by these EVCZs. Additionally, information about the land use type (public, private, shopping, office, residential, etc.) at the recommended EV charger stations will be identified to the extent possible.

Deliverables:

- Recommended approach for developing EV Charging Zones plans.
- Draft and final list of EV Charging Zones by Locality.
- Draft and final EV Charging Zones Plans, with associated GIS maps and documentation on real estate types, and other considerations.