



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: ADDITIONAL Letters Sent/Received
DATE: May 17, 2022

The attached letters were sent/received after the TPB materials were posted on May 12, 2022.



National Capital Region
Transportation Planning Board

May 16, 2022

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

Re: FY 2022 Grants for Buses and Bus Facilities Program Grant Application by the District of
Colombia for the South Capitol Street Bus Garage Plan

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 the District of Columbia Department of Transportation (DDOT) for a Grants for Buses and Bus Facilities Program grant for the South Capitol Street DC Circulator Bus Garage Plan.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The South Capitol Street DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The funding of this project will allow the District of Columbia to store and charge 46 electric buses, reducing diesel fumes in several neighborhoods, including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

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 investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. 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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

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

Re: INFRA Program Grant Application by the District of Columbia for the East Capitol Street Corridor
Mobility and Safety Improvements 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 District of Columbia Department of Transportation (DDOT) for a Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA) grant to fund the implementation of the East Capitol Street Mobility and Safety Improvements Project.

The East Capitol Street Safety and Mobility Project will upgrade intersections and streets to improve safety and access for all users of East Capitol Street. Elements of the project include reconstructing three major road intersections and access to a community recreation center to improve safety; building over four miles of designated bike lanes; adding transit floating bus stops offset from the curb; and adding high-visibility crosswalks, HAWK (High-Intensity Activated crosswalk) beacons, and curb extensions to enhance pedestrian visibility and safety, along with enhanced traffic signal timing.

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 safety improvements and targeted transportation investments 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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

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

Re: INFRA Program Grant Application by the District of Columbia for the South Capitol Street Corridor Project to build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE

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 District of Columbia Department of Transportation (DDOT) for a Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA) grant to fund the implementation of the South Capitol Street Corridor Phase 2 - Segment III project to build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE.

The new Suitland Parkway and Martin Luther King, Jr. Avenue SE interchange will advance safety and connectivity along the rapidly transforming South Capitol Street corridor, including the ongoing developments occurring at Barry Farm, the Department of Homeland Security's (DHS) consolidated headquarters at St. Elizabeths West Campus, and the redevelopment of St. Elizabeths East Campus in the vicinity of the intersection. Reconstruction of the interchange will enhance accessibility to an equitable transportation system by include safe street design features, improving connectivity between critical roadways, and accommodate multimodal mobility by enhancing pedestrian facilities and connecting bike facilities.

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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 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 District of Columbia for the Claybrick Road Bus Garage Plan

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 District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the planning and design of a new DC Circulator Bus Garage at Claybrick Road.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The Claybrick Road DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The development of this project will enable the replacement of the 44 remaining DC Circulator diesel buses, reducing diesel fumes in several neighborhoods including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

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 investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. 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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 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 District of Columbia for the South Capitol Street Corridor Phase 2 - Segments III, IV, and V 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 District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the implementation of the South Capitol Street Corridor Phase 2 - Segments III, IV, and V Project.

The ongoing South Capitol Street Corridor project seeks to transform South Capitol Street into a grand urban boulevard that improves safety, accessibility, multimodal transportation and supports economic development. The application seeks to support the implementation of the remaining three segments of Phase 2, which include Segment III – Build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE; Segment IV – Reconstruct South Capitol Street including M Street; and Segment V – Make New Jersey Avenue SE streetscape improvements. The project will advance the transformation of the former industrial and military use into a corridor supporting an equitable and safe transportation system that connects traditionally disadvantaged communities with activity centers, employment centers, public use space, and stimulates economic growth

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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 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 District of Columbia for the Southeast Boulevard and Barney Circle 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 District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the implementation of the Southeast Boulevard and Barney Circle Project

The Southeast Boulevard and Barney Circle project seeks to transform former Southeast Freeway to an urban boulevard. The existing facility between the new 11th Street Bridge and Barney Circle retains its freeway design though no longer part of the freeway network, which acts as a barrier to waterfront access. The Southeast Boulevard and Barney Circle project will remove this barrier, reestablish the street grid, create new pedestrian/bicycle connections to the Anacostia River along the boulevard, make four acres of land available for development, and construct an underground bus storage facility.

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 investment in safety and pedestrian infrastructure and in the public transportation system to provide a broad range of equitable and affordable transportation choices for our region. 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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 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 District of
Colombia for Electric Bus Procurement

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 the District of Columbia Department of Transportation (DDOT) for a Low or No Emission (Low-No) Grant Program grant for Electric Bus procurement.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. DDOT is planning an electric bus procurement for 17 vehicles. Fourteen will replace the oldest diesel vehicles in the fleet and 3 additional vehicles will support increasing the spare vehicle ratio. This acquisition will continue DDOT's work to transition the DC Circulator bus system away from fossil fuels and will transition the entire active fleet to electric, hybrid, or clean diesel power.

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 the District of Columbia. 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: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

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

Re: FY 2022 Grants for Buses and Bus Facilities Program Grant Application by Montgomery County, Maryland for the Equitable Access and Bus Shelter Upgrade 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 Montgomery County, Maryland for a Grants for Buses and Bus Facilities Program grant for the Equitable Access and Bus Shelter Upgrade Project.

Montgomery County proposes to replace bus shelters and upgrade access at 158 bus stop locations throughout the county. Bus shelters are the single most requested bus stop feature as they provide riders with physical protection and a sense of dignity. The project will replace the County's damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. Nearly 90 percent of the selected bus stops are in a Metropolitan Washington Council of Governments (MWCOC) designated Equity Emphasis area, meaning this project will have visible benefits for the County's most vulnerable residents. The new shelters will directly benefit the County's bus riders, advance climate action goals by making bus transit more convenient and appealing, and create safer and more walkable communities.

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; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

The TPB requests your favorable consideration of this request by Montgomery County. 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. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 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 Montgomery County, Maryland for the Hydrogen Buses and Fueling Site 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 Montgomery County, Maryland for a Low or No Emission (Low-No) Grant Program grant for the Hydrogen Buses and Fueling Site Project.

Montgomery County proposes to acquire 13 new hydrogen fuel cell electric buses (FCEBs) and develop a new green hydrogen production site and dispensing station at the David F. Bone Equipment Maintenance and Transit Operations Center in Gaithersburg, Md. to support the County's bus transit service operations. Montgomery County's project will be the first green hydrogen transit application on the U.S. East Coast, making the County a leading adopter of this clean technology. Hydrogen fuel production at this site will be greener than traditional fossil fuel-based hydrogen production, as the hydrogen fuel will be produced from water using zero-emission electrolysis.

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



National Capital Region
Transportation Planning Board

May 16, 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 Prince George's County, Maryland for the "Proud to Charge" Electric Bus 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 Prince George's County, Maryland for a Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs grant for the "Proud to Charge" Electric Bus Project.

The "Proud to Charge" project will enable the purchase of 20 new zero or low emission buses to replace diesel and fund the implementation of regenerative energy storage, upgrading of electrical systems, and build partnerships to create and implement training programs that will develop workforce skills to support the execution of the County bus electrification initiative. The "Proud to Charge" project will enhance access to transit, connect residents to good paying jobs, improve sustainable energy programs, reduce air pollution, resulting health disparities in low-income communities, and prepare county residents to enter the high-tech workforce in transportation. Investment in the county's bus 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.

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 environment and the region's bus system.

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: Mr. Floyd E. Holt, Acting Director, Prince George's County Dept of Public Works & Transportation
Ms. Oluseyi Olugbenle, Deputy Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

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

Re: MPDG Opportunity Grant Application for Virginia Passenger Rail Authority's Long Bridge Rail Capacity Expansion 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 Passenger Rail Authority (VPRA) for a Multimodal Program Discretionary Grant (MPDG) grant for the Long Bridge Rail Capacity Expansion Project. This major public transportation and freight project qualifies for both the Mega and INFRA programs of the MPDG opportunity.

The Long Bridge Rail Capacity Expansion Project will relieve a major national and regional rail network bottleneck by adding a new two-track railroad bridge across the Potomac River between Virginia and the District of Columbia adjacent to the existing two-track CSX owned Long Bridge. By expanding the Long Bridge Corridor to four tracks, the project will enable the separation of freight and passenger rail service. Already at 98 percent usage, the increased rail trackage will have a profound and lasting impact on rail transportation regionally and up-and-down eastern United States, enabling significantly expanded intercity and passenger rail service as well as improved freight rail movement.

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 investment in public transportation to provide a broad range of transportation choices for the region's population as well as targeted expansion to relieve transportation bottlenecks and improve freight movement.

The TPB requests your favorable consideration of this request by the Virginia Passenger Rail Authority. I anticipate that upon a successful MPDG award 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: DJ Stadtler, Executive Director, Virginia Passenger Rail Authority