



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 15, 2021

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: July 15, 2021

At its meeting July 9, the TPB Steering Committee reviewed and approved Resolutions SR1-2022 and SR2-2022 to provide TAP funding for the six recommended projects in Maryland and four recommended projects in the District of Columbia, and approved Resolution SR3-2022 to amend the FY 2021-2024 TIP, requested by WMATA.

TRANSPORTATION ALTERNATIVES SET ASIDE FOR MARYLAND AND THE DISTRICT OF COLUMBIA

The Steering Committee adopted two resolutions that approved six recommended projects in Maryland and four recommended projects in the District of Columbia for the FY 2022 Transportation Alternatives Set Aside Program (TAP). The TPB is directly responsible for designating which projects should receive TAP funding as this is one of the few funding sources that is distributed directly to each MPO. TPB staff briefed the Steering Committee on the project solicitations, volume of applications received, as well as the project selection panel's processes in each of the jurisdictions.

Staff provided a brief description of each project that the selection panels had recommended in Maryland and the District of Columbia and the amount of recommended funding.

Since the Steering Committee action, TPB staff has learned that one of the approved projects – the Greenbelt Station/WMATA Hiker/Biker Trail – was inadvertently underfunded. In response to this new information, the Maryland Department of Transportation has informed TPB staff that the TPB's suballocation of TA Set-Aside funding will be increased to cover the full cost of the Greenbelt project. Please see the attached memo for further details.

There is no need for the TPB to take further action. Therefore, the TPB's total TA Set-Aside suballocation for Maryland (the amount the TPB has available for project selection this year), which previously was \$2,930,671, is now set at \$3,363,501:

- ADA Crosswalk at Lerner & MD 197 in the City of Bowie for \$40,000
- Greenbelt Metro Hiker-Biker Trail in the City of Greenbelt for \$1,528,837
- MD 187 & Cordell Avenue in Montgomery, also in Montgomery County for \$46,664
- New Design Road Side Path, Phase 1 in Frederick County for \$500,000, and
- Oxon Cove Trail Resurfacing & Bridge in Prince George's County (a National Park Service facility) for \$1,228,000

In the District of Columbia, a total of \$1,030,989 was recommended for these four projects:

- 11th Street NW Safety Improvements for \$221,774
- Permanent Curb Extension Study for \$108,413
- Capital Crescent Trail Rehabilitation Planning (NPS facility) for \$449,190
- Washington Union Station Restroom in East Hall for \$251,612

Further details about each project are included in the materials accompanying the attached resolutions. The TPB unanimously approved TPB SR1-2022 approving the Maryland recommended projects, and then approved TPB SR2-2022, approving the recommended projects in the District of Columbia.

WMATA AMENDMENT TO FY 2021-2024 TIP

Next, Mr. Phillips provided an overview of a request from WMATA to amend the FY 2021-2024 TIP to update funding and project information for FY 2022 to bring the TIP in alignment with WMATA's FY 2022 Capital Budget. The amendment adds \$659.3 million in funding to FY 2022, increasing the four-year total of WMATA's portion of the TIP from \$6.731 billion to \$7.391 billion. Mr. Phillips briefed the committee on some of the additions to the 13 categorical projects in WMATA's portion of the TIP that accounted for the increase.

This amendment was initially planned to be reviewed by the Steering Committee and then brought before the full board to approve the amendment at its July 21 meeting. In the interest of ensuring sufficient time on the TPB's agenda for discussion of MDOT's request to reinstate segments of the I-270/I-495 HOT lanes project in the conformity analysis of Visualize 2045, Chair Allen suggested that the Steering Committee act to approve the amendment.

Mr. Erenrich of Montgomery County DOT inquired why the amendment didn't include any acknowledgements of the recent WMATA Board approval of a sustainability policy to commit to the purchase of electric buses and to eventually attain a zero-emissions fleet. Mr. Phillips replied that the programming of funds to replace older vehicles in the fleet with new, electric buses was slated to begin in FY 2023, one year beyond the scope of this amendment. Mr. Erenrich stated that he believed that WMATA could and should be moving sooner to advance its efforts and be consistent with other local and regional transit agencies in the elimination of transit-related emissions.

Mr. Allen noted that the Steering Committee could still approve this amendment and as part of the TPB's review of Steering Committee actions, the board could consider Mr. Erenrich's comments, and give an opportunity for other agencies and jurisdictions to weigh in.

Funding for these projects was included in the financial analysis of Visualize 2045. The projects and programs funded in this amendment are either included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP or are exempt from the air quality conformity requirement. The Steering Committee voted unanimously to approve resolution SR3-2022, included in the attached materials.

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 report each month and the TPB's review, without objection, shall constitute the final approval of any amendments or resolutions approved by the Steering Committee.

DRAFT TPB AGENDA

The Steering Committee reviewed the draft TPB agenda and made several suggestions. They discussed meeting logistics, including the option of providing members with a certain amount of time to speak to ensure that everyone who wanted to speak gets a chance, while recognizing that there is limited time on the agenda.

Attachments

- Approved resolutions SR1-2022 and SR2-2022: to provide TAP funding for the six recommended projects in Maryland and four recommended projects in the District of Columbia
- Memorandum and presentation on MD and DC TAP project recommendations
- Approved resolution SR3-2022 to amend the FY 2021-2024 TIP, requested by WMATA

TPB Steering Committee Attendance – July 9, 2021

(only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/MD rep.:	Pamela Sebesky
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee chair:	Jason Groth
Immediate Past TPB Chair:	Kelly Russell



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Revised Funding Information Regarding FY 2021 Transportation Alternatives Set-Aside Funding for Maryland
DATE: July 15, 2021

On July 9, 2021, the TPB Steering Committee approved Resolution SR1-2022 to fund a list of six projects in Maryland to receive federal Transportation Alternatives Set-Aside funding for FY 2022. That resolution and an explanatory memo from July 9 are attached to this memorandum.

Since the Steering Committee action, TPB staff has learned that one of the approved projects – the Greenbelt Station/Wmata Hiker/Biker Trail – was inadvertently underfunded. In response to this new information, the Maryland Department of Transportation has informed TPB staff that the TPB’s suballocation of TA Set-Aside funding will be increased to cover the full cost of the Greenbelt project.

Therefore, the TPB’s total TA Set-Aside suballocation for Maryland (the amount the TPB has available for project selection this year), which previously was \$2,930,671, is now set at \$3,363,501.

BACKGROUND

Because of a previously undiscovered formula error in the MDOT online application portal, Greenbelt’s request for TA Set-Aside funding was not fully captured in its application. The city requested \$1,528,837 in TA funding. However, due to the error in the online form, MDOT miscalculated the request and informed TPB staff on May 28 that Greenbelt was seeking only \$853,837. The TPB’s TA Set-Aside selection panel recommended the lower number for funding, believing it to be the full request, and the TPB Steering Committee subsequently approved that level of funding on July 9.

Given the fact that the Greenbelt project ranked extremely high in the evaluations of the TPB’s TA selection panel this year and that the error occurred through no fault of the applicant, MDOT has indicated in writing to TPB staff that it agrees that Greenbelt should receive its entire TA Set-Aside award, as requested. To that end, MDOT SHA’s has confirmed that the TPB can increase the TPB Steering Committee’s previously identified \$853,837 TA award to Greenbelt by \$675,000, resulting in a revised TA award amount of \$1,528,837. This increase will fully fund the Greenbelt project.

This additional \$675,000 will be comprised of the remaining \$242,170 in the TPB’s TA sub-apportionment for FY 2021, and \$432,830 in TA State Flex funding.

As shown in the table below, the TPB's total award for all projects in FY 2022 is now \$3,363,501. It should be noted that the previous surplus of \$242,170 in the TPB's suballocation, which was described in the staff memo from July 9, will now be fully expended with this larger award to Greenbelt. Moreover, the total award for the six projects listed below will fully exhaust the TPB's suballocation for FY 2022.

REVISED FUNDING TABLE

PROJECT	APPLICANT/SPONSOR	PREVIOUS AWARD	REVISED AWARD
ADA Crosswalk at Lerner and MD 197	City of Bowie	\$40,000	\$40,000
New Design Road Side Path Phase 1	Frederick County	\$500,000	\$500,000
Greenbelt Station/Wmata Hiker-Biker Trail	City of Greenbelt	\$853,837	\$1,528,837
MD 187 & Cordell Pedestrian Safety Improvements	Montgomery County	\$20,000	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue Pedestrian Safety Improvements	Montgomery County	\$46,664	\$46,664
Oxon Cove Trail Resurfacing and Bridge Replacement	National Park Service	\$1,228,000	\$1,228,000
	TOTAL AWARDS	\$2,688,501	\$3,363,501
	TPB SUBALLOCATION	\$2,930,671	\$3,363,501
	UNSPENT TPB SURPLUS	\$242,170	\$0



MEMORANDUM

TO: TPB Steering Committee and TPB Technical Committee
FROM: John Swanson, TPB Transportation Planner
 Arianna Koudounas, COG Regional Planner
SUBJECT: Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program
DATE: July 9, 2021

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. This memorandum includes recommendations for funding for FY 2022 in Maryland and the District of Columbia. The recommendations are listed below. On July 9, 2021, the TPB Steering Committee will be asked to adopt two resolutions, which are attached, to approve the recommendations.

Maryland – TA Set-Aside Funding Recommendations, FY 2022

Project Name	Jurisdiction/Agency	Funding
ADA Crosswalk at Lerner & MD 197	City of Bowie	\$40,000
Greenbelt Metro Hiker-Biker Trail	City of Greenbelt	\$853,837
MD 187 & Cordell Avenue	Montgomery County	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue	Montgomery County	\$46,664
New Design Road Side Path, Phase 1	Frederick County	\$500,000
Oxon Cove Trail Resurfacing & Bridge	National Park Service (Prince George’s Co.)	\$1,228,000
TOTAL		\$2,688,501

District of Columbia – TA Set-Aside Funding Recommendations, FY 2022

Project Name	Jurisdiction/Agency	Funding
11th Street NW Safety Improvements	DDOT	\$221,774
Permanent Curb Extension Study	DDOT	\$108,413
Capital Crescent Trail Rehabilitation Planning	National Park Service	\$449,190
Washington Union Station Restoration in East Hall	DDOT (USRC)	\$251,612
TOTAL		\$1,030,989

BACKGROUND

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program as the Transportation Alternatives Set-Aside (TA Set-Aside) Program, and the key features of the program largely remain the same. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which provides technical assistance funding for small planning studies to TPB member jurisdictions.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the DOTs to conduct the selection processes.

PROJECT SELECTION

For FY 2022, two selection panels – one each for Maryland and D.C. – were assembled to determine funding recommendations for the TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on these panels.

This year’s selection panel participants included:

- Pam Liston, Virginia Department of Transportation (both MD and DC)
- Jonathan Rogers, District Department of Transportation (MD only)
- Christy Bernal, Maryland Department of Transportation (DC only)
- Michael Farrell, COG/TPB Staff (both MD and DC)
- Arianna Koudounas, COG Staff (both MD and DC)
- John Swanson, COG/TPB Staff (both MD and DC)

For the MD panel discussion, MDOT staff member Christy Bernal served as a technical resource. For the DC discussion, DDOT staffer Kelsey Bridges served as a technical resource.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 110 points. The total score for each project combined each reviewer's professional assessment (50 points) and regional selection criteria (60 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria. Regional selection criteria included the following:

- *Focus on expanding transportation options (10 points):* Will the project significantly increase transportation options for pedestrians, cyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? (Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.)
- *Access to high-capacity transit (10 points):* Will the project improve ped/bike access to transit facilities, such as Metrorail, VRE, or bus rapid transit? In particular, does the project increase access in Transit Access Focus Areas, which have been identified by the TPB as priority locations for walk/bike improvements?
- *Access in Equity Emphasis Areas (10 points):* Does the project promote accessibility for communities in Equity Emphasis Areas (EEAs)? (EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.)
- *National Capital Trail Network (10 points):* Does the project include a segment of the NCTN or improve access to the NCTN?
- *Safe access to schools (5 points):* Does the project enhance safe ped/bike access to schools?
- *Increased access for people with disabilities (5 points):* Does the project promote accessibility for people with disabilities?

The selection panel for Maryland met on June 30, 2021 and reconvened on July 7 to finalize their decisions. The selection panel for DC met on July 7.

To provide a basis for discussion, each panel member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them by their average scores. It should be emphasized, however, that the final recommendations listed below are the result of discussion and consensus and are not simply based on a sum of the panelists' individual scores.

MARYLAND FUNDING RECOMMENDATIONS

Maryland conducts its solicitation on an annual basis. This year's solicitation period opened on April 1 and closed on May 17, 2021. For jurisdictions in the National Capital Region, the MDOT application included a supplementary form requesting information about how proposed projects responded to the TPB's regional priorities.

For the portion of Maryland in the TPB's planning area, MDOT received ten eligible applications representing a total of \$13,269,768 in requested funding. In its FY 2022 TA Set-Aside sub-allocation for Maryland, the TPB has \$2,930,671 available.

The selection panel recommended six projects for funding, totaling \$2,688,501. These recommendations leave \$242,170 unallocated. MDOT has informed TPB staff that it intends to roll over these funds into the statewide TA Set-Aside funding, which will be used to select projects in September. Unfunded projects in the Washington region will be eligible to receive those funds.

The federally required local of match of at least 20% will be provided by the applicants. In some cases, applicant matches were higher than 20%.

Consistency with Regional Priorities

The six recommended projects described below will serve many of the TPB's key regional policies. Five of the projects are in Activity Centers. The two largest projects (Greenbelt and Oxon Cove), which account for 77% of the TPB's suballocation, are both in Equity Emphasis Areas.

Three of the projects improve access to transit, and one of these (Greenbelt) is a Transit Access Focus Area (TAFA). The TPB identified 49 TAFAs throughout the region in 2020 as priority locations for improving walk/bike access to transit.

All six projects support the National Capital Trail Network (NCTN), a region-wide system of trails that, when completed, will connect all the region's jurisdictions. Two of the projects (New Design Road and Greenbelt) are for unbuilt segments of the NCTN, one will fund rehabilitation of an existing NCTN segment (Oxon Cove), and the other projects all support access to the network.

It should also be noted that many of the projects are directly or indirectly focused on safety. As a result of the work that will be funded through these grants – including improvements in sidewalks, trails, and crosswalks – fewer pedestrians and cyclists will die or get hurt on our roads. This is particularly true for children, older adults and people with disabilities.

Finally, several of the projects are related to previous work funded by the TPB. The three largest projects (Greenbelt, Oxon Cove, and New Design Road) build upon planning studies that were previously funded by the TPB's Transportation Land Use (TLC) Program.

Maryland Project Descriptions

- **ADA Crosswalk at Lerner and MD 197**

City of Bowie, \$40,000

Fast-moving traffic on MD 197 makes this crossing extremely dangerous, especially for older adults and people with disabilities. This project will design an ADA pedestrian walkway that will include a new concrete landing and extension of the walkway towards a regional trail, traffic beacons and lights, the relocation of existing signboards, and the rerouting of a drainage ditch. These improvements will increase access to a segment of the National Capital Trail Network along MD 197.

- **Greenbelt Metro Station Hiker-Biker Trail**

City of Greenbelt, \$853,837

This project will construct a multi-use trail to connect and expand multi-modal opportunities at the Greenbelt Metro Station which offers WMATA rail and bus service, MARC service and a planned County Bikeshare station. The Trail will connect neighborhoods and provide safe pedestrian and bicycle connection to commercial properties, regional parks and the trail network including Indian Creek Trail and Lake Artemisia. The project is consistent with recommendations in a TLC project on Cherrywood Lane that was completed in 2020. The station vicinity was classified by the TPB as a Transit Access Focus Area in 2020.

- **MD 187 and Cordell Avenue Pedestrian Safety Improvements**

Montgomery County, \$20,000

This dangerous intersection in Bethesda will receive funding to design geometric and ped beacon safety improvements to increase pedestrian safety and help achieve the state and the county's Vision Zero goals.

- **MD 188 (Wilson Lane) and Cordell Avenue Pedestrian Safety Improvements**

Montgomery County, \$46,664

This Safe Routes to School project will construct pedestrian access improvements to Bethesda Elementary School as part of county- and state-wide effort to reach Vision Zero goals.

- **New Design Road Side Path, Phase I**

Frederick County, \$500,000

This key segment of the National Capital Trail Network will undergo 100% design funding with this grant and will be ready to move toward implementation. The 2.5-mile trail segment is between Manor Woods Road and English Muffin Way. This is the first of three phases for a side path along New Design Road that will eventually tie Frederick City with the C&O Canal National Park. The project will build upon 35% design work funded through the TLC Program in 2020.

- **Oxon Cove Trail Resurfacing and Bridge Replacement**

National Park Service (Prince George's County), \$1,228,000

The project includes resurfacing and rehabilitating one mile of Oxon Cove Trail in unincorporated Oxon Hill and replacing a pedestrian bridge that was destroyed by flooding in 2015. It will improve the condition and safety of a key segment of the broader regional trail network and restore critical local connections between Oxon Cove Park, nearby commercial centers and the Town of Forest Heights. The project is a segment of the National Capital Trail Network and in fact, was part of the "Bicycle Beltway" concept that has long been championed by the TPB. The project will build upon recommendations from a 2019 TLC study "Eastover and Forest Heights Trail Improvements."

Maryland Surplus

As noted above, the panel's recommendations leave \$242,170 unfunded from the FY 2022 suballocation due to MDOT restrictions on partially funding projects. MDOT has informed TPB staff that the TPB surplus will not be rolled over into next year's TPB TAP suballocation and will instead be rolled into the statewide TAP funds, which will be allocated through an MDOT process this fall.

For the selection of projects using the statewide funds, the TPB selection panel encourages funding for the following two projects, listed in priority order. The selection panel was unable to fund these projects, in part because of their large costs:

- Metzerott Road Safety Improvements (Prince George's County's request was \$3,488,000)
- Frederick and Pennsylvania Trail (Frederick County's request was \$2,560,000)

DISTRICT OF COLUMBIA

Like Maryland, the District of Columbia conducts its TAP solicitation on an annual basis. This year's solicitation period opened on March 31 and closed on May 12, 2021. The DDOT application included a supplementary form requesting information on how proposed projects responded to the TPB's regional priorities.

For FY 2022 in the District of Columbia, DDOT informed TPB staff that the TPB has responsibility for project selection for up to \$1,030,989. DDOT received four eligible applications representing a total of \$1,030,989 in requested funding. This funding amount is equal to the amount available, so all the submitted applications can be funded.

Federal regulations typically prohibit state DOTs from receiving TA Set-Aside funding. However, the Federal Highway Administration (FHWA) has ruled that DDOT, in its function as a department of local government, is eligible to apply for this program funding. Three of the four applications this year were submitted by DDOT.

Following review and discussion regarding the applications, the selection panel recommended full funding for all four projects, which are described below.

The federally required local match of 20%, at a minimum, will be provided by DDOT, Union Station Redevelopment Corporation, and the National Park Service.

Consistency with Regional Priorities

Like the Maryland projects, the projects recommended for D.C. are highly consistent with regional priorities. All four of them are in Activity Centers, all are in Equity Emphasis Areas, and all are close to high-capacity transit. One of the projects, the Capital Crescent Trail, is a vital link in the National Capital Trail Network.

Also similar to Maryland, several of the projects listed below will improve the safety of our roads, sidewalks, and trails. They represent incremental and practical steps toward the TPB's objective of reducing fatalities and injuries on our roads, as well working toward the District's Vision Zero goals.

D.C. Project Descriptions

- **11th Street NW Safety Improvements**
DDOT, \$221,774

The 11th Street NW Safety Improvements Project will improve bicycle infrastructure in and adjacent to existing facilities as well as incorporate pedestrian improvements through shortened crossings and improved visibility. The two intersections slated for improvements are 1) at 11th, Vermont, and S Street, and 2) at 11th, Rhode Island, and Q Street.

- **Permanent Curb Extension Study**
DDOT, \$108,413

This study will use DDOT's existing inventory of tactical installations (such as the plastic flexible posts seen throughout the city) and develop a methodology for identifying locations for upgrades to potentially make permanent changes. The study will include a prioritization phase and a feasibility phase, and will take 20 locations to a concept design that will be ready to move toward permanent improvements.

- **Capital Crescent Trail Rehabilitation Phase 1, Planning and Design**
National Park Service (DC), \$449,190

This is the first step in a two-phase project to fully rehabilitate all 3.7 miles of the Capital Crescent Trail in DC. Phase 1 is for design, planning, and environmental compliance. The trail is heavily used and is a segment of the National Capital Trail Network, approved by the TPB in 2020.

- **Washington Union Station Restoration in East Hall**
DDOT/Union Station Redevelopment Corporation, \$251,612

The primary goal of the Washington Union Station Restoration of the Historic East Hall Decorative Finishes project is to clean, repaint, and conserve the historic decorative finishes on the upper walls above the pilasters and the ceiling. Union Station is both a national treasure and is the region's premier multimodal transportation facility, serving over 37 million people annually or approximately 100,000 per day.

NEXT STEPS

The TPB Steering Committee on July 9, 2021 will be asked to approve the two attached resolutions to fund the panel's recommendations for Maryland and the District of Columbia. The Steering Committee actions will be included in material provided to the TPB as part of the Director's Report (Item 5) for its meeting on July 21. The Steering Committee approval and TPB concurrence will constitute approval by the TPB of the recommendations and will be consistent with the board's responsibility as an MPO under federal law for project selection for the TA Set-Aside Program.

Following the board's action, TPB staff will forward information regarding the approved projects to MDOT and DDOT for actions at the state level. In Maryland, as noted above, all unfunded projects in our region will be eligible for funding using the statewide TA Set-Aside funds.



For more information regarding the TPB's role in these processes, please contact:

- John Swanson, jswanson@mwkog.org, 202-962-3295
- Arianna Koudounas, akoudounas@mwkog.org, [202-962-3312](tel:202-962-3312)

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR TRANSPORTATION
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2022**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set-Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2022 was conducted by the District of Columbia Department of Transportation between April 1 and May 17, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for D.C. met on June 30 and July 7, 2021 and recommended funding six applications received based on project readiness and eligibility and each project’s ability to meet the regional selection criteria; and

WHEREAS, on July 9, 2021, the TPB Technical Committee was briefed on the recommended projects; and

WHEREAS, this resolution 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 approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2022 in Maryland, as described in the July 9, 2021 memo entitled “Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program” and as listed below:

ADA Crosswalk at Lerner & MD 197	City of Bowie	\$40,000
Greenbelt Metro Hiker-Biker Trail	City of Greenbelt	\$853,837
MD 187 & Cordell Avenue	Montgomery County	\$20,000
MD 188 (Wilson Lane) at Cordell Avenue	Montgomery County	\$46,664
New Design Road Side Path, Phase 1	Frederick County	\$500,000
Oxon Cove Trail Resurfacing & Bridge	National Park Service	\$1,228,000
TOTAL		\$2,688,501

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

**RESOLUTION TO APPROVE PROJECTS IN THE DISTRICT OF COLUMBIA FOR
TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2022**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and in the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail; and

WHEREAS, the TA Set-Aside is a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which supports planning-related projects and events of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2022 was conducted by the District of Columbia Department of Transportation between March 31 and May 12, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for D.C. met on July 7, 2021 and recommended funding four applications received based on project readiness and eligibility and each project’s ability to meet the regional selection criteria; and

WHEREAS, on July 9, 2021, the TPB Technical Committee was briefed on the recommended projects; and

WHEREAS, this resolution 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 approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2022 in the District of Columbia, as described in the July 9, 2021 memo entitled “Projects recommended for funding in FY 2022 in Maryland and the District of Columbia under the Transportation Alternatives Set-Aside Program“ and as listed below:

11th Street NW Safety Improvements	\$221,774
Permanent Curb Extension Study	\$108,413
Capital Crescent Trail Rehabilitation Planning	\$449,190
Washington Union Station Restoration	\$251,612
TOTAL	\$1,030,989



FY 2022 MARYLAND & DISTRICT OF COLUMBIA TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Projects Recommended for TPB Funding

Arianna Koudounas, AICP
COG Regional Planner

TPB Steering Committee
TPB Technical Committee
July 9, 2021



Overview

- TA Set Aside Background
- TPB TAP Selection Process
- Regional Policies Criteria
- Maryland: Schedule + Project Recommendations
- District of Columbia: Schedule + Project Recommendations
- Resolutions



TA Set Aside Background

- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **FEDERAL AUTHORIZATION**
 - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
 - FAST Act (2015) - Renamed “Transportation Alternatives Set-Aside”
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds



TPB TAP Selection Process

- Selection panels for Maryland and the District of Columbia had staff present from MDOT and DDOT, respectively, as technical resources.
- Maryland selection panel: staff from COG/TPB, VDOT, and DDOT.
- DC selection panel: staff from COG/TPB, VDOT, and DDOT.
- Panel members individually scored projects.



- At the Maryland and DC selection panel meetings on June 30 and July 7, respectively, the panel used rankings to help evaluate and jointly prioritize projects for funding.

Regional Policies Criteria

- Expanding Multimodal Transportation Options for Non-Drivers (10 points)
- Supporting Regional Activity Centers (10 points)
- Access to High-Capacity Transit (10 points)
- Increased Access in Equity Emphasis Areas (10 points)
- National Capital Trail Network (10 points)
- Safe Routes to School (5 points)
- Increased Access for People with Disabilities (5 points)



Maryland FY 2022 Schedule

- April 1-May 17 Application period
- June 30 TPB Selection Panel selects projects
- July 9 TPB Steering Committee approval



Maryland Project Recommendations

- **Available Funds:** \$2,930,671
- **Recommended:** \$2,688,501
- **Remaining Funds:** \$242,170



Maryland Project Recommendations

Project	Jurisdiction	Recommendation
ADA Crosswalk at Lerner & MD 197	<i>City of Bowie</i>	<i>\$40,000</i>
Greenbelt Metro Station Hiker-Biker Trail	<i>City of Greenbelt</i>	<i>\$853,837</i>
MD 187 and Cordell Avenue Pedestrian Safety Improvements	<i>Montgomery County</i>	<i>\$20,000</i>
MD 188 (Wilson Lane) and Cordell Avenue Pedestrian Safety Improvements	<i>Montgomery County</i>	<i>\$46,664</i>
New Design Road Side Path, Phase I	<i>Frederick County, \$500,000</i>	<i>\$500,000</i>
Oxon Cove Trail Resurfacing and Bridge Replacement	<i>National Park Service; Prince George's County</i>	<i>\$1,228,000</i>
TOTAL		\$2,688,501



District of Columbia FY 2022 Schedule

- March 31-May 12 Application period
- July 7 TPB Selection Panel selects projects
- July 9 TPB Technical Steering Committee approval



DC Project Recommendations

- **Available Funds:** \$1,030,989
- **Recommended:** \$1,030,989
- **Remaining Funds:** \$0



DC Project Recommendations

Project	Jurisdiction	Recommendation
11th Street NW Safety Improvements	<i>DDOT</i>	\$221,774
Permanent Curb Extension Study	<i>DDOT</i>	\$108,413
Capital Crescent Trail Rehabilitation Phase 1, Planning and Design	<i>National Park Service; DC</i>	\$449,190
Washington Union Station Restoration in East Hall	<i>DDOT/Union Station Rehabilitation Corporation</i>	\$251,612
TOTAL		\$1,030,989



RESOLUTIONS

- COG/TPB staff recommend the Maryland and DC TAP project recommendations be fully funded, as per the following resolutions:
 - Maryland: SR1-2022
 - District of Columbia: SR2-2022



Arianna Koudounas

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John Swanson

jswanson@mwkog.org

MWCOG.ORG/TPB

777 North Capitol Street NE, Suite 300
Washington, DC 20002



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 UPDATE PROJECT AND FUNDING INFORMATION TO MATCH THE APPROVED
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITYFY 2022 CAPITAL BUDGET**

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, in the attached letters of June 30 and July 1, 2021, WMATA has requested an amendment to the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2022 Capital Budget, which was approved on April 22, 2021. increasing the four-year program total by \$659.3 million from \$6.731 billion to \$7.391 billion, as described in the attached materials; and

WHEREAS, these projects and programs are either exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, or are included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, this resolution and amendment(s) 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 National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to update project and funding information for thirteen project groupings to match WMATA's FY 2022 Capital Budget, increasing the four-year program total by \$659.3 million from \$6.731 billion to \$7.391 billion, as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on July 9, 2021.



June 30, 2021

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2022 Approved Budget

Dear Chairman:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended in support of WMATA's FY2022 Approved Budget as adopted by the WMATA Board of Directors on April 22, 2021. This amendment request increases WMATA's FY2022 Approved Budget in the TIP by \$722.4 million from \$1,865.3 million to \$2,587.6 million reflecting a cumulative change of 38.7%. The change is in part addressed by the issuance of additional debt to a total of \$1,027 million for FY2022. The FY2022 Approved Budget also includes approximately \$240 million for new railcars, the extension of the Silver Line into Loudoun County, and the Potomac Yards Station in Alexandria. In addition to ongoing system improvements the budget and requested amendment supports significant advancement of critical safety improvements and state of good repair projects.

WMATA's program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). Attachment A and B detail the requested amendment. In summary, the amendment represents the following key capital investments:

TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements is increased by \$48.6 million associated with WMATA's procurement of new railcars and Railcar Rehabilitation.

TIP 5856 - Rail System Infrastructure Rehabilitation is increased by \$336.9 million. The key projects contributing to the increase is WMATA's Platform Rehabilitation Program, Union Station and Purple Line projects, and the advancement of projects including tunnel ventilation and standpipe replacement systemwide.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

TIP 5859 – Track and Structures is increased by \$157.7 million. The majority is attributed to the advancement of safety critical repairs to ariel structures and rehabilitation of other structural infrastructure (track and pedestrian bridges) and the advancement of the L-Line (Yellow Line) Tunnel Liner project to maintain the structural integrity of the tunnel.

TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement is increased by \$47.5 million to support continued work at the Bladensburg, Shepherds, 4 Mile Run, and Northern bus garages.

TIP 5867 - Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support is increased by \$72.5 million with the majority attributed to the ongoing construction at WMATA's new Heavy Rail Operations facility and New Carrollton Bus Bays.

TIP 5855 - Service Vehicles is increased by \$5.9 million to support the procurement for service vehicle replacements in FY2022.

The requested amendment reflects the availability and program of federal, state, and local funds for FY2022, including funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and the required local match for federal funds. WMATA's FY2022 Approved Budget and Capital Investment Program will soon be available at [WMATA's website](#).

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. FY2022 presents an opportunity for WMATA to advance capital investments without significant impacts to customers while ridership remains lower than usual given the impact of COVID-19. WMATA's FY2022 Approved Budget represents its commitment to improve safety and reliability of its public transit systems.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its July 9th, 2021 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management

Approved FY22 TIP-Budget as of April 22, 2021

FY22 CIP PROJECT SOURCES OF FUNDS

Attachment A-1

(In Millions)

MWCOG June 30th, 2021

TIP ID	Category	TIP Sub-Category	Proposed/Revised FY22 Total	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5339b Grants	5339 us Shelter	VA CMAQ	Local Funding	Other Sources Non-Fed	CARRY FORWARD
5853	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$257.9	0.0	59.0	0.0	41.8	0.0	0.0	0.0	140.3	13.0	3.8
5854		Buses - Replacement, Rehabilitation & Enhancements	\$168.7	95.1	0.0	0.0	0.0	4.3	0.0	5.1	45.7	0.0	18.5
5855		Access & Service Vehicles	\$12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
5856	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	\$650.7	0.0	0.0	0.0	194.5	0.0	0.0	0.0	427.7	4.1	24.4
5857	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$77.1	31.0	0.0	13.7	0.0	0.0	0.0	0.0	32.4	0.0	0.0
5866		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
5867		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$168.3	0.0	27.9	0.0	0.0	0.0	1.5	0.0	139.0	0.0	0.0
5858	D. Systems and Technology	Systems and Technology	\$276.5	57.0	0.0	0.0	0.0	10.4	0.0	0.0	209.1	0.0	0.0
5859	E. Track and Structures	Track and Structures	\$346.3	0.0	63.5	0.0	0.0	0.0	0.0	0.0	281.2	0.0	1.7
5860	F. Passenger Facilities	Passenger Facilities	\$312.5	23.0	35.8	0.0	60.7	0.0	0.0	0.0	40.6	152.5	0.0
5861	G. Maintenance Equipment	Maintenance Equipment	\$0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
5862	H. Other Facilities	Other Facilities	\$307.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	307.4	0.0	0.0
5863	I. Project Management and Support	Project Management and Support	\$7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0
Total Capital Improvement Plan			\$2,587.6	\$206.0	\$186.2	\$13.7	\$297.0	\$14.7	\$1.5	\$5.1	\$1,645.5	\$169.5	\$48.5

Approved FY22 TIP-Budget as of April 22, 2021

FY22 CIP PROJECT SOURCES OF FUNDS

Attachment B-1

(In Millions)

MWCOG June 30th, 2021

TIP ID	Category	TIP Sub-Category	Approved FY22 TIP Budget (in system as of Jan 2020)	Proposed FY22 TIP Budget	\$ Change	% Change
5853	A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$209.3	\$257.9	\$48.6	23.2%
5854		Buses - Replacement, Rehabilitation & Enhancements	\$176.3	\$168.7	(7.6)	-4.3%
5855		Access & Service Vehicles	\$6.5	\$12.4	5.9	90.8%
5856	B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	\$313.9	\$650.7	336.9	107.3%
5857	C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$29.7	\$77.1	47.5	160.0%
5866		Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$6.0	\$2.1	(3.8)	-64.0%
5867		Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$95.8	\$168.3	72.5	75.7%
5858	D. Systems and Technology	Systems and Technology	\$249.6	\$276.5	26.8	10.8%
5859	E. Track and Structures	Track and Structures	\$188.6	\$346.3	157.7	83.6%
5860	F. Passenger Facilities	Passenger Facilities	\$254.3	\$312.5	58.2	22.9%
5861	G. Maintenance Equipment	Maintenance Equipment	\$0.0	\$0.5	0.5	#DIV/0!
5862	H. Other Facilities	Other Facilities	\$328.9	\$307.4	(21.5)	-6.5%
5863	I. Project Management and Support	Project Management and Support	\$6.4	\$7.1	0.8	11.8%
	Total Capital Improvement Plan		\$1,865.3	\$2,587.6	\$722.4	38.7%

Modifications to TIP Descriptions

Amendment Request June 30, 2021

TIP ID #	Existing Description	Revised Description	
5852	<p>Replacement of Railcars: Replacement of the rail fleet including the 1000-Series and 4000-Series</p> <p>Rehabilitation of railcars: Midlife rehabilitation of rail fleet</p> <p>Rail fleet expansion: expansion of the rail fleet to met ridership growth</p> <p>Rail Enhancement: enhancement to the rail fleet that improve safety, reliability, and passenger comfort</p> <p>Preventive Maintenance for rail cars</p>	<p>Replacement of Railcars; Rehabilitation of railcars; and Midlife rehabilitation of rail fleet; and Rail fleet expansion to address ridership growth and service operations expansion and move to 8-car trains</p>	<p>Updates description to be current with CIPFY22 and Six Year Plan</p>
5854	<p>Replacement of Buses: Replacement of the bus fleet</p> <p>Rehabilitation of Buses: Mid-life of the bus fleet</p> <p>Bus Enhancements: Purchase and or replacement of equipment that upgrades or enhances the capability of the bus fleet</p>	<p>Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)</p>	<p>Minor change to update language</p>
5856	<p>Provides funds for Rehabilitation segments of Metrorail system, particularly the Red, Orange, Blue Lines</p> <p>Preventive Maintenance for the rail system infrastructure rehabilitation</p>	<p>Rehabilitation and safety of Metrorail system including platform rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; Conduct Preventive Maintenance for the rail system infrastructure.</p>	<p>Minor change to update language</p>
5857	<p>Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.</p> <p>(b.) Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities. (c.)</p> <p>Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.</p>	<p>Rehabilitation and Replacement Expansion or redesign of Bus of Bus Garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/ Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway, etc).</p>	<p>Minor changes to update language and reflect recent policy to support zero emission buses.</p>
5863	<p>Credit Facility</p>	<p>Project Planning, Management and Support</p>	<p><u>Change TIP Name</u> to more accurately reflect the activities of the TIP</p>



July 1, 2021

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

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA) FY2022 Approved Budget

Dear Chairman:

This letter is to clarify the Washington Metropolitan Area Transit Authority's (WMATA) amendment request to the FY 2021-2024 Transportation Improvement Program (TIP). While WMATA's FY2022 Approved Budget, as adopted by the WMATA Board of Directors on April 22, 2021, increased by \$722.4 million from \$1,865.3 million to \$2,587.6 million, the amendment request to the TIP reflects an increase of programmed funds by \$659.3 million. The delta of the TIP and Approved Budget is a total of \$64.6 million which was previously obligated in the TIP and will support the FY2022 capital program.

Should you require additional information, please feel free to contact Marci Malaster at mmalaster@wmata.com or Chimgae Tumurbaatar at mtumurbaatar@wmata.com. Thank you again for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Washington Metropolitan Area Transit Authority
 TIP ACTION 21-29: Formal Amendment Request**

<i>TIP ID</i>	5853	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,020,829,636
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Metrorail/Heavy Rail	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$167,733,000	\$162,366,000	-	\$660,386,636
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	\$45,322,000	\$41,790,000	-	\$147,425,000
OTHER	SECT. 5337- SGR	-	\$47,200,000	\$47,200,000	\$47,200,000	\$47,200,000	-	\$188,800,000
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000
<i>Total Other</i>		-	\$255,125,000	\$254,093,636	\$260,255,000	\$251,356,000	-	\$1,020,829,636
<i>Total Programmed</i>		-	\$255,125,000	\$254,093,636	\$260,255,000	\$251,356,000	-	\$1,020,829,636

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-18 Modification 2021-2024	04/21/2021	N/A	N/A	N/A
21-29 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,648,761,600 to \$1,020,829,636

TIP ID 5854 **Agency Project ID** **Total Cost** \$676,386,114
Lead Agency Washington Metropolitan Area Transit Authority **Municipality** Region-wide **County**
Project Type Transit - Maintenance **Completion Date** **TCM**
Project Name Buses - Replacement, Rehabilitation, Expansion, & Enhancements
Project Limits Not Location Specific
Description Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	-	\$14,152,472
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$62,912,000	\$50,411,000	-	\$228,720,242
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$112,128,872	\$108,768,872	-	\$398,681,544
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472
OTHER	SECT. 5339	-	\$10,223,128	-	\$10,223,128	\$10,223,128	-	\$30,669,384
<i>Total Other</i>		-	\$170,142,098	\$145,817,016	\$188,064,000	\$172,363,000	-	\$676,386,114
Total Programmed		-	\$170,142,098	\$145,817,016	\$188,064,000	\$172,363,000	-	\$676,386,114

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21- Amendment 2021-2024	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,025,911,338 to \$676,386,114

<i>TIP ID</i>	5855	<i>Agency Project ID</i>		<i>Total Cost</i>	\$31,900,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	MetroAccess and Service Vehicles				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$6,500,000	\$6,500,000	-	\$31,900,000

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$44,600,000 to \$31,900,000

<i>TIP ID</i>	5856	<i>Agency Project ID</i>		<i>Total Cost</i>	\$1,441,591,101
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Rail Line Segment Rehabilitation				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$231,263,000	\$110,675,078	-	\$1,215,547,652
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$3,000,000	-	-	\$8,897,000
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$3,098,000	\$5,601,500	-	\$192,381,500
OTHER	SECT. 5307	-	\$3,874,517	-	-	-	-	\$3,874,517
OTHER	SECT. 5337-SGR	-	-	-	-	\$20,890,432	-	\$20,890,432
<i>Total Other</i>		-	\$440,738,147	\$626,324,944	\$237,361,000	\$137,167,010	-	\$1,441,591,101
<i>Total Programmed</i>		-	\$440,738,147	\$626,324,944	\$237,361,000	\$137,167,010	-	\$1,441,591,101

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,690,945,287 to \$1,441,591,101

TIP ID 5857 **Agency Project ID** **Total Cost** \$321,268,001
Lead Agency Washington Metropolitan Area Transit Authority **Municipality** Region-wide **County**
Project Type Transit - Maintenance **Completion Date** **TCM**
Project Name Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement
Project Limits Not Location Specific
Description Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$81,000,000	\$132,770,000	-	\$259,504,001
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$6,000,000	\$2,600,000	-	\$50,832,025
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975
<i>Total Other</i>		-	\$21,770,000	\$77,128,001	\$87,000,000	\$135,370,000	-	\$321,268,001
Total Programmed		-	\$21,770,000	\$77,128,001	\$87,000,000	\$135,370,000	-	\$321,268,001

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost increased from \$318,910,000 to \$321,268,001

<i>TIP ID</i>	5858	<i>Agency Project ID</i>		<i>Total Cost</i>	\$848,965,973
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Systems and Technology				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Rail Power Systems: upgrade of rail system's power supply. b. Operations Support Software: purchase and/or replacement of software that supports the transit system. c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission. d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$174,733,101	\$220,534,968	\$203,728,504	\$148,920,216	-	\$747,916,789
OTHER	SECT. 5307	-	-	\$45,576,000	-	-	-	\$45,576,000
OTHER	SECT. 5312	-	\$176,000	-	-	-	-	\$176,000
OTHER	SECT. 5339	-	\$2,180,000	-	-	-	-	\$2,180,000
OTHER	SECT. 5307/5340	-	\$17,383,904	-	\$9,801,496	\$25,931,784	-	\$53,117,184
	<i>Total Other</i>	-	\$194,473,005	\$266,110,968	\$213,530,000	\$174,852,000	-	\$848,965,973
	Total Programmed	-	\$194,473,005	\$266,110,968	\$213,530,000	\$174,852,000	-	\$848,965,973

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment advancement

Funding Change(s):

Total project cost decreased from \$1,080,458,715 to \$848,965,973

<i>TIP ID</i>	5859	<i>Agency Project ID</i>		<i>Total Cost</i>	\$885,011,237
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Track and Structures				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$96,175,000	\$130,859,000	-	\$610,547,237
OTHER	SECT. 5337- SGR	-	\$75,600,000	\$50,760,000	\$78,132,000	\$69,972,000	-	\$274,464,000
<i>Total Other</i>		-	\$165,259,000	\$344,614,237	\$174,307,000	\$200,831,000	-	\$885,011,237
<i>Total Programmed</i>		-	\$165,259,000	\$344,614,237	\$174,307,000	\$200,831,000	-	\$885,011,237

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment advancement

Funding Change(s):

Total project cost decreased from \$1,065,522,800 to \$885,011,237

<i>TIP ID</i>	5860	<i>Agency Project ID</i>		<i>Total Cost</i>	\$899,163,674
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Passenger Facilities				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$83,105,080	\$67,754,300	-	\$296,351,625
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$36,870,000	\$41,580,000	-	\$308,889,000
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$25,830,000	\$26,858,500	-	\$105,693,500
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$24,117,488	\$21,147,200	-	\$83,921,517
OTHER	SECT. 5337-SGR	-	\$25,797,600	\$28,652,000	\$31,294,432	\$18,564,000	-	\$104,308,032
<i>Total Other</i>		-	\$209,525,757	\$312,516,917	\$201,217,000	\$175,904,000	-	\$899,163,674
<i>Total Programmed</i>		-	\$209,525,757	\$312,516,917	\$201,217,000	\$175,904,000	-	\$899,163,674

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$1,267,420,657 to \$899,163,674

<i>TIP ID</i>	5861	<i>Agency Project ID</i>		<i>Total Cost</i>	\$500,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Maintenance Equipment				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system. b. Bus Repair Equipment: purchase and/or replacement of repair equipment. c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Other</i>	-	-	\$500,000	-	-	-	\$500,000
	<i>Total Programmed</i>	-	-	\$500,000	-	-	-	\$500,000

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$2,300,000 to \$500,000

<i>TIP ID</i>	5862	<i>Agency Project ID</i>		<i>Total Cost</i>	\$592,458,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Other Support Facilities				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Business Support Facilities: facilities that support business operations functions. b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities. c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000
	<i>Total Other</i>	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000
	<i>Total Programmed</i>	-	\$263,716,000	\$307,406,000	\$13,062,000	\$8,274,000	-	\$592,458,000

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$688,287,000 to \$592,458,000

<i>TIP ID</i>	5863	<i>Agency Project ID</i>		<i>Total Cost</i>	\$26,802,300
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Project Management and Support				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for Project Planning, Management and Support				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300
	<i>Total Other</i>	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300
	<i>Total Programmed</i>	-	\$7,500,000	\$7,102,300	\$6,100,000	\$6,100,000	-	\$26,802,300

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21- Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21- Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost decreased from \$65,183,800 to \$26,802,300

<i>TIP ID</i>	5866	<i>Agency Project ID</i>		<i>Total Cost</i>	\$61,840,000
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$27,000,000	\$28,500,000	-	\$60,340,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-29	Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Total project cost decreased from \$78,450,000 to \$60,340,000

<i>TIP ID</i>	5867	<i>Agency Project ID</i>		<i>Total Cost</i>	\$585,413,001
<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Municipality</i>	Region-wide	<i>County</i>	
<i>Project Type</i>	Transit - Maintenance	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support				
<i>Project Limits</i>	Not Location Specific				
<i>Description</i>	Provides funds for: a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives. b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$64,973,172	\$144,547,468	\$139,573,000	\$193,438,000	-	\$542,531,640
OTHER	SECT. 5307	-	\$560,000	-	\$9,184,000	-	-	\$9,744,000
OTHER	SECT. 5337-SGR	-	\$8,028,828	\$22,324,533	-	-	-	\$30,353,361
OTHER	SECT. 5307/5340	-	-	-	-	\$2,784,000	-	\$2,784,000
	<i>Total Other</i>	-	\$73,562,000	\$166,872,001	\$148,757,000	\$196,222,000	-	\$585,413,001
	Total Programmed	-	\$73,562,000	\$166,872,001	\$148,757,000	\$196,222,000	-	\$585,413,001

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-29 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Capital Investment Advancement

Funding Change(s):

Total project cost increased from \$576,148,010 to \$585,413,001

National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 Washington Metropolitan Area Transit Authority
 Programmed Funding Sources by Fiscal Year

FUNDING SOURCE	2021	2022	2023	2024	TOTAL YEAR
Congestion Mitigation and Air Quality Improvement Program	\$4,324,914	\$4,067,558	\$2,800,000	\$2,960,000	\$14,152,472
Passenger Rail Investment and Improvement Act	\$148,500,000	\$148,500,000	\$74,250,000	\$74,250,000	\$445,500,000
Sect. 5307 - Urbanized Area Formula Program	\$143,847,959	\$164,835,212	\$151,430,360	\$132,516,072	\$592,629,603
Sect. 5312 - Public Transportation Innovation	\$176,000	\$0	\$0	\$0	\$176,000
Sect. 5337 - State of Good Repair Program	\$156,626,428	\$148,936,533	\$156,626,432	\$156,626,432	\$618,815,825
Sect. 5339 (c) - Low or No Emissions Vehicle Program	\$4,162,472	\$0	\$0	\$0	\$4,162,472
Sect. 5339 - Bus and Bus Facilities Formula Program	\$12,403,128	\$10,931,975	\$10,223,128	\$10,223,128	\$43,781,359
Section 5307/5340	\$17,383,904	\$0	\$9,801,496	\$28,715,784	\$55,901,184
Technology and Innovation Deployment Program	\$600,000	\$0	\$0	\$0	\$600,000
FEDERAL SUBTOTAL	\$488,024,805	\$477,271,278	\$405,131,416	\$405,291,416	\$1,775,718,915
Local	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
LOCAL SUBTOTAL	\$1,232,551,202	\$1,876,235,742	\$1,118,151,584	\$1,046,567,594	\$5,273,506,122
Local Funding Agreement (non-matching)	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
OTHER SUBTOTAL	\$90,435,000	\$169,519,000	\$39,870,000	\$41,580,000	\$341,404,000
TOTAL	\$1,811,011,007	\$2,523,026,020	\$1,563,153,000	\$1,493,439,010	\$7,390,629,037



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 15, 2021

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



National Capital Region
Transportation Planning Board

June 14, 2021

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

Re: RAISE Program Grant Application by the District of Columbia for the Benning Road Reconstruction and Streetcar 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Benning Road Reconstruction and Streetcar Project.

The Benning Road Reconstruction and Streetcar Project includes the replacement of the bridge over the Anacostia Freeway and the rehabilitation of the Ethel Kennedy Memorial Bridge, enhancing pedestrian and bicycle facilities, and improving safety and access along the two-mile corridor. The project will allow for the existing DC Streetcar line to extend across the Anacostia River to connect to the Benning Road Metrorail station on a center-running alignment, providing a vital new transit link between Ward 7 and activity/employment centers which will improve equitable access to transit services for historically disadvantaged communities. The project improves safety, helps reduce greenhouse gas emissions, and addresses state of good repair needs.

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 improved transit accessibility to provide a broad range of public and private 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,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 14, 2021

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

Re: RAISE Program Grant Application by the District of Columbia for the DC Circulator 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the 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 new DC Circulator Bus Garage is a leading-edge project for the Washington, D.C. metropolitan region in advancing the electrification of transit buses with necessary support infrastructure. The development of this project will allow the District of Columbia to replace the 44 remaining diesel buses in its fleet, eliminating diesel exhaust on routes throughout the city including in neighborhoods 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 blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 14, 2021

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

Re: RAISE Program Grant Application by the District of Columbia for the South Capitol Street Trail

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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the South Capitol Street Trail.

The South Capitol Street Trail will extend the Anacostia Riverwalk Trail with a 3.8-mile multi-use path through a portion of southeastern Washington, D.C. currently lacking safe pedestrian and bicycling access. The long-distance trail will complete an important missing link and connect several population centers with each other and with activity centers and employment centers, encouraging commuter use and reducing greenhouse gas emissions. The South Capitol Street Trail will also preserve green space for the public benefit and include sustainable development principles to promote storm water management, such as permeable surfaces and tree planting.

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 South Capitol Street Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of 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 blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Acting Director, District Department of Transportation



National Capital Region
Transportation Planning Board

June 28, 2021

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

Re: RAISE Program Grant Application by Fairfax County, Virginia for the Richmond Highway (US 1)
Bus Rapid Transit 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 Fairfax County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Richmond Highway (US 1) Bus Rapid Transit (BRT) Project.

The Fairfax County Department of Transportation (FCDOT) proposes to implement a new 7.4-mile high quality BRT with dedicated and mixed right-of-way which will provide faster and reliable transit service along the Richmond Highway corridor from the terminus of the Washington Metropolitan Area Transit Authority (WMATA) Yellow Line at Huntington Metrorail Station south to Ft. Belvoir, a major US Army installation. The project includes the construction of new BRT-dedicated median lanes and nine BRT stations, procurement of a dedicated fleet of 60-foot BRT buses, roadway widening, improvements to existing sidewalks, construction of new sidewalks and bicycle facilities, and the associated improvements of station areas. These improvements will improve safety for transit riders, bicyclist, and pedestrians. The project also serves an identified Equity Emphasis Area and will help improve mobility and accessibility to traditionally underserved populations.

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 improved transit accessibility to provide a broad range of public and private 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 Fairfax 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,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Tom Biesiadny, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

June 30, 2021

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

Re: RAISE Program Grant Application by Montgomery County, Maryland for the Hydrogen Electric Site and Buses for the Great Seneca Transit Network 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 Montgomery County, Maryland for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Hydrogen Electric Site and Buses for the Great Seneca Transit Network Project.

Montgomery County proposes to acquire 13 new hydrogen fuel cell electric buses and develop a new green hydrogen production site and compression, storage, and dispensing site that will fuel the 13 buses. The 13 hydrogen-electric buses will support the first phase of the Great Seneca Transit Network (GSTN). The GSTN serves and supports growth in the life sciences, medical, and educational institutions in Rockville and Gaithersburg and will link the burgeoning life sciences cluster in this area with the WMATA Red Line and other transit. The GSTN will reduce carbon pollution by connecting areas to public transit and enhance equity by connecting underserved communities to educational and job opportunities. The GSTN also supports walking and biking while addressing Vision Zero's goal to eliminate serious and fatal collisions along these new transit corridors. The infrastructure improvements for this phase are fully funded as a separate project and will be completed by 2024.

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 improved transit accessibility to provide a broad range of safe and environmentally friendly public and private 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 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 blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

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



National Capital Region
Transportation Planning Board

July 12, 2021

Jiayang (Jay) Zheng
Team Leader, Traffic Engineering Safety
Office of Traffic and Safety
Maryland Department of Transportation State Highway Administration
7491 Connelly Drive
Hanover, MD 21076

Re: SHA HSIP Local Agency Project Grant Application by Montgomery County, Maryland for
Protected Pedestrian Crossings using Pedestrian Hybrid Beacons

Dear Mr. Zheng:

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 for a Maryland State Highway Administration Highway Safety Improvement Program Grant Program for the Protected Pedestrian Crossings project.

Montgomery County proposes to apply proven-effective systemic safety treatments at up to five locations. Pedestrian Hybrid Beacons (PHB) will be installed at four of these locations and a full signal with Accessible Pedestrian Signals (APS) and Countdown Pedestrian Signals (CPS) will be installed at the fifth location. PHBs have been shown to significantly reduce pedestrian crashes. A Federal Highway Administration (FHWA) study published in 2010 found that PHBs can reduce pedestrian crashes by 69 percent and total crashes by 29 percent. Because one of the locations is too wide for a PHB, a full signal with APS and CPS is needed.

The project supports TPB Resolution R3-2021 establishing a regional roadway safety policy to reduce fatalities and serious injuries on the region's roadways. PHBs and CPSs are specifically supported in section 2 of that resolution. The project is also 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 investments in safety improvements to reduce the number of people killed and injured on the region's roadways. This grant would reduce the number of fatalities at the specified locations over time and would advance the region's long-term transportation priorities.

The TPB requests your favorable consideration of this request by Montgomery County.

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation
Mr. Gary Erenrich, Special Assistant to the Director, Montgomery County Department of
Transportation



National Capital Region
Transportation Planning Board

July 12, 2021

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

Re: RAISE Program Grant Application for Marlboro Pike, Phase II, Enhanced Equity through Safer Streets Improvement Project by Prince George's County, Maryland

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 Prince George's County Department of Public Works and Transportation (DPW&T) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to reconstruct a section of Marlboro Pike to implement vital safety improvements

The Marlboro Pike, Enhanced Equity through Safer Streets Improvement Roadway Reconstruction Project transforms a 1.25 mile section of Marlboro Pike in Prince George's County, Maryland to a safer more equitable roadway by reducing the roadway to one lane in each direction and synchronizing signal timings. The funding requested supports justifiable safety countermeasures that have a direct local impact on the adjoining neighborhood, businesses and community. The project will ultimately provide the community with the transportation choices they desire: safe and comfortable routes and increased opportunities for walking, bicycling, and taking transit.

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, transit accessibility, and targeted spot improvements to address safety and equity. The project addresses the National Capital Region's Smart Growth and Vision Zero principles and will also serve a regionally designated Equity Emphasis Area with a significant concentration of low-income or minority populations.

The TPB requests your favorable consideration of this request by Prince George's 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 blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Martin L. Harris, Deputy Director, Prince George's County Department of Public Works & Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 15, 2021

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: 2021 Commuter Connections Employer Recognition Awards
DATE: July 15, 2021

The intent of this memorandum is to provide a summary of the 2021 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2021, nominations for the awards categories of Incentives, Marketing and Telework were received in January and reviewed by a selection committee in March which was held virtually and chaired by Vice Mayor and TPB Vice Chair Pamela Sebesky.

The 2021 Employer Recognition Awards was COG's first in-person post-pandemic event held at National Press Club on June 29, 2021. The event was emceed by TPB Vice Chairman Pamela Sebesky. District of Columbia Councilmember and TPB Chair Charles Allen was also an awards presenter.

Awards recipients included:

Incentives: National Institute of Allergy and Infectious Diseases, NIH, Rockville, MD

Marketing: GEICO, Chevy Chase, MD

Telework: American Speech-Language-Hearing Association, Rockville, MD

Employer Services Sales Team Achievement Award: District Department of Transportation

Employer Services Organization Achievement Award: Fairfax County Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Mark S. Moran, TPB Travel Forecasting and Emissions Analysis Program Director
SUBJECT: TPB Climate Change Mitigation Study of 2021: Release of Literature Review with Executive Summary
DATE: July 15, 2021

The TPB Climate Change Mitigation Study of 2021 (CCMS) is a 12-month scenario study whose goal is to identify potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas reduction goals associated with 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, concluded with a report, dated March 2, summarizing major findings from past work done in this area by both TPB and COG.¹ The findings from that report were presented by TPB staff to the TPB Technical Committee in February, and to both the TPB and the Climate, Energy and Environment Policy Committee (CEEPC) in May.

Phase 2 of the CCMS is a technical analysis conducted by COG's planning services on-call consultant, ICF. Phase 2 began with a literature review of climate action plans and transportation greenhouse gas emissions reduction strategies. ICF staff (Michael Grant and Adam Agalloco) presented the major findings from the ICF literature review at the June 4 Technical Committee meeting.²

The **ICF literature review** was finalized on July 8, shared with the Technical Committee on July 9, and is now being shared with the TPB.³ At 83 pages, the report is quite comprehensive, but there is also a 12-page executive summary that succinctly summarizes the main findings of the report. The next steps in the study are:

1. Develop a list of greenhouse gas reduction scenarios to be tested.
2. Select the analysis tools for the study.
3. Conduct the analysis.
4. Document the findings in a final report by the end of this year.

Questions or comments about the study can be sent to Mark Moran, mmoran@mwkog.org.

¹ Erin Morrow, Dusan Vuksan, and Mark S. Moran, "TPB Climate Change Mitigation Study of 2021, Phase 1 Report: Greenhouse Gas Emissions Reductions Strategies: Findings from Past Studies" (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, March 2, 2021), <https://www.mwkog.org/file.aspx?&A=MiD6Ji82bKyfKHZxf4NWSf6IDtx%2bOIVznGk7eZoe1E%3d>

² Michael Grant and Adam Agalloco, "TPB Climate Change Mitigation Study of 2021 - Literature Review," <https://www.mwkog.org/events/2021/6/4/tpb-technical-committee/>

³ ICF, "TPB Climate Change Mitigation Study of 2021: A Review of Climate Action Plans and Literature on Transportation Greenhouse Gas Emissions Reduction Strategies and Their Effectiveness" (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, July 8, 2021), <https://www.mwkog.org/events/2021/7/9/tpb-technical-committee/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Transportation and Climate Initiative (TCI): Model Rule, Summary of Public Input, and Additional Draft Documents Released
DATE: July 15, 2021

On June 10, 2021, the [Transportation and Climate Initiative](#) (TCI) released five documents: (1) the [model rule](#) for the [Transportation and Climate Initiative Program \(TCI-P\)](#), (2) a [summary of public input](#) received since the draft model rule was released in March, (3) the [Draft Framework for Public Engagement \(Guiding Principles\)](#), (4) the [Draft TCI-P Model Implementation Plan](#), and (5) the [Draft Proposed Strategies for Regional Coordination](#). [Public input](#) on the three draft documents is requested by August 13, 2021. TCI presented an overview of these documents during a webinar on June 10. The webinar [slide deck](#) and recording in both [English](#) and [Spanish](#) are available.

TCI-P is a multi-state cap-and-invest program in the Northeast, Mid-Atlantic, and Southeast to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. In December 2020, the District of Columbia and three states¹ signed a [Memorandum of Understanding](#) (MOU) to participate in the TCI-P. Maryland, Virginia, and six other states² continue to collaborate on the model rule and other aspects of TCI with the four signatory TCI-P jurisdictions. TPB received a [memorandum](#) about the TCI-P draft model rule under Item 5 at the March 17, 2021 meeting.

The MOU requires the TCI-P jurisdictions to release a coordinated final [model rule](#) after providing for a public review and input period on the draft model rule. According to TCI, since the release of the draft model rule for TCI-P on March 1, 2021, “more than 400 submissions were provided through the TCI-P portal, reflecting the views of over 100 different organizations.” TCI received comments on a wide range of topics including equity, equity advisory bodies, commitments to equitable investment, air quality monitoring, workforce development, managing uncertainty in the TCI-P, and carbon dioxide emissions and fuel sales reporting. The [summary of public input](#) includes responses from the TCI-P jurisdictions. The [public comments received](#) can be found on the TCI-P website.

In addition to revising the draft model rule based on the public feedback received, the TCI-P jurisdictions, with support from the collaborating jurisdictions, developed three additional draft documents to further address public feedback on aspects of the program not covered in the model rule. These three documents, also referenced in the introductory paragraph, along with their descriptions from the TCI-P website, are:

¹ Connecticut, Massachusetts, and Rhode Island

² Delaware, New Jersey, New York, North Carolina, Pennsylvania, and Vermont

- [Draft Framework for Public Engagement \(Guiding Principles\)](#) – This document includes guiding principles for TCI-P jurisdictions to follow when conducting outreach and public engagement, with a focus on ensuring just and equitable outcomes. This includes emphasis on emission reductions and access to low-carbon transportation for communities that are overburdened by pollution and underserved by the transportation system.
- [Draft TCI-P Model Implementation Plan](#) – The Model Implementation Plan (MIP) provides a common framework for jurisdictions to follow in developing their own Implementation Plans. Each TCI-P jurisdiction will develop an Implementation Plan that describes the various steps and processes it will pursue – including regulations and other legal mechanisms – to achieve the goals of the program. Each jurisdiction’s Implementation Plan will include a timeline and address the topics outlined in the MIP, in a manner that reflects the specific laws, regulations, and other unique circumstances and priorities of that jurisdiction.
- [Draft Proposed Strategies for Regional Collaboration](#) – Recognizing that achieving long-term reductions in pollution from transportation will require a combination of policy approaches, the draft Proposed Strategies for Regional Collaboration document summarizes a range of additional policies and programs that current TCI-P signatory jurisdictions are proposing. These strategies would be implemented collaboratively to further reduce transportation emissions while also advancing other TCI-P goals, including direct benefits for overburdened and underserved communities.

The state agency contacts for the District of Columbia, Maryland, and Virginia are:

District of Columbia

- Jenn Hatch, Climate Analyst, Department of Energy & Environment (DOEE)
(jenn.hatch@dc.gov)

Maryland

- Devon Dodson, Senior Advisor, Maryland Department of the Environment
(devon.dodson1@maryland.gov)
- Chris Hoagland, Climate Change Program Manager, Maryland Department of the Environment (chris.hoagland@maryland.gov)
- Virginia Burke, Transportation Air Quality Program Manager, Maryland Department of Transportation (vburke@mdot.maryland.gov)
- Dorothy Morrison, Director, Office of Environment, Maryland Department of Transportation (dmorrison@mdot.maryland.gov)

Virginia

- Chris Bast, Chief Deputy Director at the Virginia Department of Environmental Quality
(chris.bast@deq.virginia.gov)



MEMORANDUM

TO: Transportation Planning Board
FROM: Karen Armendariz, TPB Public Engagement Specialist
Abigail Zenner, TPB Communications Specialist
SUBJECT: Overview of the “Aspiration to Implementation” Outreach Activity
DATE: July 15, 2021

This memo provides information about the background, purpose, and logistics about the Aspiration to Implementation activity that began at the end of June and will culminate in early August.

BACKGROUND

In 2017, while developing Visualize 2045, the TPB looked at more than 80 projects, programs, and policies that are not currently funded, but could potentially address key challenges the region is facing. Some of these ideas were packed into initiatives that were analyzed for their impacts on future transportation conditions.

Based upon analysis and discussion, the TPB endorsed seven initiatives in early 2018 for future concerted action and inclusion in the aspirational element of Visualize 2045.

The seven initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- Improve Walk and Bike Access to Transit
- Complete the National Trail Network

PURPOSE OF THE ASPIRATION TO IMPLEMENTATION ACTIVITY

The purpose of Phase II Outreach Activity is to reaffirm the importance and impact that the Aspirational Initiatives have in the region. TPB is doing this by highlighting examples of projects that align with the Aspirational Initiatives and have successfully been implemented throughout the region. By highlighting physical examples of these projects, TPB staff seeks to:

- Raise awareness of the TPB Aspirational Initiatives by allowing people to see how these concepts can be implemented.
- Meet people where they are and ask for feedback as they interact with projects that align with the Aspirational Initiatives.
- Allow the public to contribute to the TPB’s discussion and analysis about these initiatives by providing input about how these initiatives have been useful and what they need to continue accessing them in the future.

DETAILS

Project Related Posters:

Staff is using the activity to highlight projects that align with a specific Aspirational Initiative by placing a poster with a QR code that can be scanned to access the webpages on the Visualize 2045 website. Once on the website, participants are able to watch an informational video about the TPB's Aspirational Initiatives and respond to a series of questions that ask how the specific project has impacted them. The figure below shows the respondent's journey after finding a poster.

Respondent Journey



General Posters:

TPB staff understand that not everyone will be available to interact with a poster at a selected location. TPB staff also want to hear how the Aspirational Initiatives would be useful for people who have yet have to learn about the initiatives or are unable to access projects that align with them.

To accommodate these groups, staff created posters that were placed at locations such as recreation centers, job centers, grocery stores, or libraries. People using these posters will be able to scan a QR code to access the Visualize 2045 website and answer general questions about any Aspirational Initiative of their interest.

Accommodations:

In addition to providing QR codes, all posters have a telephone number that a person can text if they don't have access to a smart phone, Wi-Fi, or cellular data.

PROMOTION AND AMBASSADORS

To get the word out about this outreach, staff is promoting the activity on social media and word of mouth. Staff has provided Visualize 2045 ambassadors with talking points, sample text for newsletters, and sample social media posts to share.

The ambassadors, as influencers in the region will be asked to participate in the social media campaign. Ambassadors are asked to share pictures of the signs when they encounter them around the region. Staff have also asked ambassadors to share the campaign with their networks, neighbors, and constituents to spread the word and encourage participation.

POSTER LOCATIONS

Posters and flyers have been posted at more than 40 locations throughout the region. For more information about locations and other features of this outreach activity, contact TPB staff.