



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: March 11, 2021

The attached materials include:

- Steering Committee Actions
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: March 11, 2021

At its meeting on March 5, the TPB Steering Committee reviewed and approved resolution SR12-2021, requested by the District Department of Transportation (DDOT), which authorized the transfer of \$216,824 in FY 2021 federal Transportation Alternatives Set-Aside program funds for nine projects in the District of Columbia, which had previously been approved for funding by the TPB. This resolution corrected the amount of funds to be transferred that had previously been approved by the Steering Committee in January 2021 with resolution SR10-2021.

The Steering Committee also approved resolution SR13-2021, to approve TIP Action 21-20, amending the FY 2021-2024 Transportation Improvement Program (TIP), as requested by DDOT. The amendment included a total of \$38.4 million in private developer funding in fiscal years 2021 and 2022 for the 11th Street Bridge Park project; and added a total of \$90 million in District funds in fiscal years 2022 and 2024 for the H Street over Railroad project. These District funds had previously been included in the FY 2021-2024 TIP, but were inadvertently removed due to a clerical error when this project was most recently amended in January 2021 with resolution SR6-2021.

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.”

Attachments

- Approved resolution SR12-2021 to approve the transfer of funds from the federal Transportation Alternatives Set-Aside Program for projects in the District of Columbia
- Approved resolution SR13-2021 to amend the FY 2021-2024 TIP to include funding for the H Street over Railroad and 11th Street Bridge Park projects, as requested by DDOT.

TPB Steering Committee Attendance – March 5, 2021
(only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/VA rep.:	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Previous TPB Chair:	Kelly Russell

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

**RESOLUTION TO APPROVE THE TRANSFER OF FUNDS
FROM THE FEDERAL TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR A
PROJECT IN THE DISTRICT OF COLUMBIA**

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 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, the FY 2021 total for DDOT TA Set-Aside is \$1,169,504, which includes local and federal funds; and

WHEREAS, DDOT has determined the projects listed below, approved by the TPB in FY 2021 and FY 2020, need to be adjusted to include the total project cost in the amount of \$216,824; and

WHEREAS, DDOT has requested that funding be transferred from the TPB’s TA Set-Aside surplus to this project; and

WHEREAS, on July 12, 2019, the TPB approved Resolution SR1-2020 which established a policy for off-cycle fund transfers of TA Set-Aside funding, including the transfer of funds to previously awarded projects from unspent program allocations to the TPB that were not fully awarded to projects; and

WHEREAS, the transfer requested by DDOT is consistent with the policy established through Resolution SR1-2020;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the following transfer of federal TA Set Aside funds as described in the attached material and as listed below:

C&O Canal Trailhead Project Enhancements	\$10,317
Blair Road Right of Way Analysis and Acquisition	\$36,224
Tactical Urbanism Library	\$26,805
Curb Extensions with Ground Murals	\$14,547
Statue Restoration 16th Street Bridge & Dumbarton Bridge	\$5,485
Union Station Head House Floor Tile Replacement	\$24,157
Union Station West Hall Restoration	\$29,936
Prather’s Alley Safety Improvements	\$36,803
Protected Mobility Lanes on M St, SE	\$32,550
TOTAL	\$216,824

Approved by the TPB Steering Committee at its virtual meeting on March 5, 2021.

Government of the District of Columbia

Department of Transportation



February 26, 2021

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

Dear Chairperson Allen,

The District of Columbia Department of Transportation (DDOT) is requesting that the TPB Steering Committee approve a transfer of Transportation Alternatives Set-Aside Program (TAP) funds. The transfer will use the remaining funding in the TPB's FY 2021 TAP sub-allocation for the District of Columbia. The transferred funds will be added to projects previously approved by the TPB.

To date, the TPB has approved \$952,678 in TAP project funding for DC for FY 2021. However, these approvals did not fully expend the TPB's FY 2021 sub-allocation of \$1,169,504 (federal and local shares).

Since the TPB approvals, DDOT has determined that an additional \$216,826 is needed to fund projects originally approved in FY 2021 and FY 2020. Those projects are listed on the attachment. DDOT is requesting TPB authorization of the transfer of \$216,826 for TAP funding in FY 2021.

TPB staff have confirmed that this request is allowable under the TAP transfer policy approved by the TPB Steering Committee in July of 2019. That policy, among other potential actions, permits the Steering Committee to transfer funds to previously awarded projects from unspent TAP sub-allocations that were not fully awarded to projects.

For more information about this request, please contact Kelsey Bridges at DDOT (kelsey.bridges@dc.gov).

Sincerely,

A handwritten signature in black ink that reads 'Jonathan D Rogers'.

Jonathan D Rogers
Neighborhood Planning Manager, DDOT
jonathan.rogers2@dc.gov

Project Name	FY of TPB Approval	Funding Previously Approved by TPB (Fed+Local)	Proposed STIP Funding for FY 2021 (Fed+Local)	Additional Funding Above FY 2021 TPB Approvals (Fed+Local)
C&O Canal Trailhead Project Enhancements	FY 2021	37,500	47,817	10,317
Blair Road Right of Way Analysis and Acquisition	FY 2021	300,000	336,224	36,224
Tactical Urbanism Library	FY 2021	42,000	68,805	26,805
Curb Extensions with Ground Murals	FY 2021	64,533	79,080	14,547
Statue Restoration on 16th Street Bridge and Dumbarton Bridge	FY 2021	40,000	45,485	5,485
Union Station Head House Floor Tile Replacement	FY 2021	200,319	224,476	24,157
Union Station West Hall Restoration	FY 2021	268,326	298,264	29,938
Prather's Alley Safety Improvements	FY 2020	169,600	36803*	36803*
Protected Mobility Lanes on M Street, SE	FY 2020	150,000	32550*	32550*
TOTAL			1,169,504	216,826

* These funds were included in the TPB approval in FY 2020, but through administrative error were not programmed in FY 2020.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE H STREET
BRIDSGE OVER RAILROAD AND 11TH STREET BRIDGE PARK PROJECTS, AS
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

WHEREAS, in the attached letter of March 2, 2021, DDOT has requested an amendment to the FY 2021-2024 TIP to include \$90 million in District of Columbia funding in FY 2022 and FY 2024 for the **H Street over Railroad project, (TIP ID 6039)**; and to include the **11th Street Bridge Park project (TIP ID 11361)** with \$38.4 million in private developer funding in FY 2021 and FY 2022, as described in the attached materials:

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to \$90 million in District of Columbia funding in FY 2022 and FY 2024 for the **H Street over Railroad project, (TIP ID 6039)**; and to include the **11th Street Bridge Park project (TIP ID 11361)** with \$38.4 million in private developer funding in FY 2021 and FY 2022, as described in the attached materials.

TIP Action 21-20: Approved by the TPB Steering Committee at its virtual meeting on March 5, 2021.

Government of the District of Columbia

Department of Transportation



March 2, 2021

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

Dear Chairperson Allen,

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

1. **H Street Bridge over Railroad (TIP ID# 6039)**¹
 - a. Increase HSIP funding for construction in FYs 2025 and 2026 by \$5,000,000 respectively.
 - b. Increase State or District funding for construction in fiscal years 2022, 2024, 2025, and 2026 to correct inadvertent removal of this previously published funding. The State or District funding is to be programmed as follows:
 - i. FY 2022: \$30,000,000
 - ii. FY 2024: \$60,000,000
 - iii. FY 2025: \$100,000,000
 - iv. FY 2026: \$22,194,000
2. **11th Street Bridge Park**²
 - a. Add new project
 - b. Increase State or District funding for construction in fiscal year 2026 by \$30,343,000.
 - c. Increase private developer funding for construction by \$18,662,000 in fiscal year 2021 and by \$19,747,000 in fiscal year 2022

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been

¹ The State or District funding presented in bullet 1-b for the H Street Bridge was previously included in the District of Columbia's element of the TIP and was removed on January 4th, 2021 in updating the project record in the new Transportation Planning Board system, the Project Info Trak (PIT). This request would restore the funding to the project as reflected in the District of Columbia FY 2021 – FY 2026 Capital Improvements Plan.

² The 11th Street Bridge Park project has not previously been included in the TIP because federal funding is not part of the project plan. The funding plan shown above was approved in the District of Columbia FY 2021 – FY 2026 Capital Improvements Plan. DDOT would like to add this project to the TIP in anticipation of a planned application for federal grant funds for the project for increased transparency.

identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its March 5th meeting.

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

Sincerely,

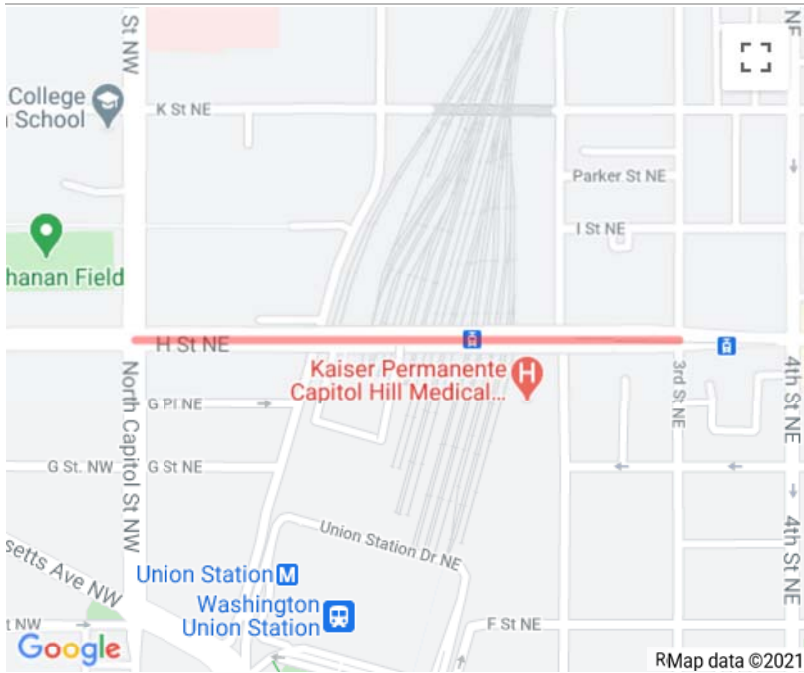
A handwritten signature in black ink, appearing to read "Saesha Carlile". The signature is fluid and cursive, with the first name being the most prominent.

Saesha Carlile
Chief Administrative Officer, DDOT
Saesha.carlile@dc.gov

**National Capital Region Transportation Planning Board
 FY 2021-2024 Transportation Improvement Program
 TIP Action 21-20: Formal Amendment
 Approved by TPB Steering Committee on March 5, 20201**

<i>TIP ID</i>	6039	<i>Agency Project ID</i>	CD054A	<i>Total Cost</i>	\$261,444,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	H Street Bridge over Railroad				
<i>Project Limits</i>	Bridge				
<i>Description</i>	Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	National Highway Performance Program	\$800,000						\$800,000
PE	State or District Funding	\$9,200,000						\$9,200,000
	<i>Total Preliminary Engineering</i>	\$10,000,000						\$10,000,000
CON	Highway Safety Improvement Program (STP)		\$4,000,000	\$4,000,000	\$4,000,000		\$8,000,000	\$20,000,000
CON	State or District Funding	\$14,250,000	\$31,000,000	\$1,000,000	\$61,000,000		\$124,194,000	\$231,444,000
	<i>Total Construction</i>	\$14,250,000	\$35,000,000	\$5,000,000	\$65,000,000		\$132,194,000	\$251,444,000
	<i>Total Programmed</i>	\$24,250,000	\$35,000,000	\$5,000,000	\$65,000,000		\$132,194,000	\$261,444,000



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
21-15 Amendment 2021-2024	01/08/2021	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
21-20 Amendment 2021-2024	03/05/2021	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$39,250,000 to \$261,444,000

<i>TIP ID</i>	11361	<i>Agency Project ID</i>	<i>Total Cost</i>	\$68,752,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	Washington
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	11th Street Bridge Park			
<i>Project Limits</i>	Bridge			

Description In partnership with a non-profit organization, DDOT is looking into using the old 11th street Bridge piers foundation to support a new bridge superstructure, deck, land scape and other amenities. The 11th Street Bridge Park Project seeks to reuse the existing pier foundations from the old 11th Street Bridge crossing at the Anacostia River to create an urban destination and park including a pedestrian and bicycle path connecting to trails on both sides of the river. A national competition, led by Building Bridges Across the River and the District Office of Planning (OP), in coordination with DDOT, selected a conceptual design for the bridge park from the winning team. The project goals include: Economic - Serve as an anchor for inclusive economic opportunity Environment - Re-engage residents with the Anacostia River Health - Improve public health; and Social - Reconnect Communities

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	Private Developer	-	\$18,662,000	\$19,747,000	-	-	-	\$38,409,000
CON	State or District Funding	-	-	-	-	-	\$30,343,000	\$30,343,000
	<i>Total Construction</i>	-	\$18,662,000	\$19,747,000	-	-	\$30,343,000	\$68,752,000
	<i>Total Programmed</i>	-	\$18,662,000	\$19,747,000	-	-	\$30,343,000	\$68,752,000

*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

Change Report for TIP Action 21-20: Formal Amendment
 Approved by the TPB Steering Committee on March 5, 2021

TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
11361	11th Street Bridge Park	100	\$68,752,000	\$0	\$68,752,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): Private Developer ► Add funds in FFY 21 in CON for \$18,662,000 ► Add funds in FFY 22 in CON for \$19,747,000 <i>Total project cost \$68,752,000</i>
6039	H Street Bridge over Railroad	24	\$50,239,000	\$211,205,000	\$261,444,000	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding + Increase funds in FFY 22 in CON from \$1,000,000 to \$31,000,000 + Increase funds in FFY 24 in CON from \$1,000,000 to \$61,000,000 Total project cost \$261,444,000



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: March 11, 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: Status of the Federal Transit Administration's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Solicitation
DATE: March 11, 2021

As a follow-up to the Notice of the CRRSAA which was released at the February 17, 2021 TPB meeting, COG/TPB staff have received FTA approval of the plan and proposed selection criteria that was part of the Notice. A streamlined solicitation for implementation through the Foundant grants management system was developed and released on February 24. Existing subrecipients, regardless of current "active" project status, were notified of the opportunity to apply for the funds along with the required parameters. The purpose of the funding is to support expenses eligible under Enhanced Mobility, but recipients are directed to prioritize payroll and operational needs. The net amount of grant funding awarded will be \$532,200 after providing for grant administration (by COG/TPB staff). All suballocations will be reviewed and approved by FTA within TrAMS, per standard award procedure.

The application deadline is March 24, 2021. An internal selection committee will review the applications received and propose which projects will be selected. The TPB's Technical Committee will be briefed on April 2, 2021 on the types of applications received and the amount of funds that have been requested. The TPB will be asked to approve the staff recommended applications on April 21, 2021 and the TIP will then be updated. Upon TPB approval, staff will complete the CRRSAA application in TrAMS in order to receive the funds from FTA and will then contract with the selected subrecipients to manage the award beginning in May.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: April Board Work Session: Facilitated Review of Technical Inputs
DATE: March 11, 2021

BACKGROUND

On December 16, 2020 the TPB solicited inputs from its member agencies to update Visualize 2045, the region's long-range transportation plan (LRTP), the Transportation Improvement Program (TIP) and the air quality conformity analysis of the LRTP and TIP. The TPB will make these proposed updates to Plan, TIP and the scope of work for the air quality conformity analysis available for public comment from April 2, 2021 -- May 3, 2021. To aid in the review of the proposed changes, the TPB will publish, online: (1) a memorandum documenting the new major projects and significant changes to any major projects already in the plan, (2) project description sheets for all new projects, (3) project profiles for new or changed "major" projects, and (4) the list of projects that will be included in the air quality conformity analysis. The TPB will also publish, online, the proposed scope of work for the air quality conformity analysis that documents the methodology that will be used to conduct the regional air quality analysis.

APRIL WORK SESSION: FACILITATED REVIEW OF TECHNICAL INPUTS

On April 21, 2021, prior to the TPB meeting, the TPB staff will hold a virtual work session to facilitate a review of the proposed projects – new and changes to major projects in the current Plan. This session will provide an opportunity for the TPB members and alternates to register comments on these inputs, discuss inputs with other members, and ask the submitting agencies questions about the inputs. The comments /questions will be summarized and provided to the appropriate agency for response. These summarized comments and questions, along with others received during the public comment period, will be documented, along with the responses. While there will be limited time for agencies to respond to questions/comments during the work session, agencies will have time until the May board meeting to respond to all comments and board questions.

During the May 2021 board meeting, the TPB staff will present the complete comment summary to the board, along with draft responses. At the June 2021 board meeting, the TPB will be presented with a finalized summary of the comments and responses and be asked to approve the proposed project and technical inputs to be included in the air quality conformity analysis.

PREPARATION FOR WORK SESSION

TPB members should review the supporting documents made available as part of the public comment materials and be prepared to provide their comments and questions to the TPB or agency staff. The TPB staff have requested member transportation agencies to have a technical staff point

person attend the virtual work session to receive the comments, questions and provide any preliminary responses as they are able. TPB staff will work with submitting agencies to address any outstanding questions not addressed during the work session, during the comment response period.

WORK SESSION AGENDA

The work session will occur on April 21, 2021 and will be held from 10:30 A.M. - 11:55 A.M. prior to the April 2021 meeting. The agenda is as follows:

- 10:30 A.M. 1. Welcome, TPB Director Srikanth
- 10:35 A.M. 2. Purpose of the facilitated session, Chair Allen
- 10:40 A.M. 3. Brief staff summary of comment period materials, TPB Transportation Planner, Ms. Cook

Board Discussion and Questions for Submitting Agencies:

- 10:45 A.M. A. District of Columbia projects
- 11:00 A.M. B. Virginia projects
- 11:20 A.M. C. Maryland projects
- 11:45 A.M. D. Other projects / Technical Inputs
- 11:55 A.M. Adjourn



MEMORANDUM

TO: Transportation Planning Board Technical Committee
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Grant Opportunities and Tasks - Timelines and Due Dates
DATE: March 11, 2021

TPB staff would like to share a list of the grant opportunities and tasks with the Transportation Planning Board Technical Committee. Please use the table below with these items and their timelines and due dates.

Grant/Task	Date	Contact
Climate Resiliency	Feedback due: March 5, 2021	Leo Pineda lpineda@mwkog.org
Transportation Land Use Connections (TLC) solicitation	Applications due: March 8, 2021	John Swanson jswanson@mwkog.org
FY2021 Regional Safety Program (RSP) solicitation	Applications due: March 22, 2021 Abstracts due: February 12, 2021	Jon Schermann jschermann@mwkog.org
Visualize 2045 TPB Policy Priorities: Tracking Progress	Due: March 25, 2021	Stacy Cook scook@mwkog.org
Regional and Federal Policy questions (23-45) update for all existing projects in Project InfoTrak	Due: April 30, 2021	Stacy Cook scook@mwkog.org
Transit Within Reach	Project Abstracts due: June 2021* Applications due: July 2021*	Nicole McCall nmccall@mwkog.org
Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities Program	Solicitation scheduled for July 1, 2021 - September 1, 2021	Lynn Winchell-Mendy lmendy@mwkog.org
Transportation Alternatives Program (TAP)	DC: Solicitation anticipated for Late March through May 2021 Maryland: Application period: April 1-May 17, 2021 Virginia: Mandatory pre-application deadline: July 1, 2021; Full application deadline: October 1, 2021	John Swanson jswanson@mwkog.org
FY2022 Regional Safety Program (RSP) solicitation	TBD	Jon Schermann jschermann@mwkog.org

*Tentative Date



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Upcoming Solicitations for Applications for the Transportation Alternatives Set-Aside Program
DATE: March 11, 2021

SUMMARY

The federal Transportation Alternatives Set-Aside (TA Set-Aside) Program is used to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, historic preservation, and environmental mitigation.

Under federal law, the TPB is responsible for selecting some TA Set-Aside projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside Program, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP) and that name is still commonly used.

The next solicitation periods for TA Set-Aside applications have been scheduled as follows:

- District of Columbia
Late March through May 2021
See ddot.dc.gov/page/transportation-alternatives-program.
- Maryland
April 1 - May 17, 2021
See <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PagelD=144>
- Virginia
 - Pre-applications: May 17 – July 1, 2021
(Note: Pre-applications are mandatory)
 - Applications: Due October 1, 2021
(Note: Virginia is on a two-year funding cycle)See www.virginiadot.org/business/prehancegrants.asp.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's long-range transportation plan.

BACKGROUND

The federal surface transportation legislation known as MAP-21 first established the Transportation Alternatives Program (TAP) in 2012. The program, however, has its roots in the Transportation Enhancements Program first set up in 1991 under the landmark transportation bill known as ISTEA (Intermodal Surface Transportation Efficiency Act). The FAST Act of 2015 renamed the program as the Transportation Alternatives *Set-Aside* Program, but the key features of the program largely remain the same.

Information on the program 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 classified as “Transportation Management Areas” or TMAs) 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 for small planning studies to TPB member jurisdictions. Past recipients of technical assistance through TLC are encouraged to consider seeking funding assistance through the TA Set-Aside Program.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals. Applicants from the National Capital Region are asked to show how their projects will serve regional criteria when they seek TA Set-Aside funds.

The TPB’s selection criteria, which are expected to be used this year, are rooted in TPB Policies and programs. They include:

- Focus on expanding transportation options;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network; Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

PROJECT SELECTION PROCESS

Since the establishment of the program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. In each state, the state DOT conducts the solicitation through its website. Each state application includes a supplementary form requesting information about how projects respond to the TPB’s regional priorities.

The following entities in the TPB’s planning area are eligible to apply: local governments (county, city, or town); regional transportation authorities; transit agencies; natural resource or public land

agencies; school districts and agencies; and any local and governmental entity with oversight of transportation or recreational trails. Nonprofits are eligible to partner with any eligible entity on an application, if state or local requirements permit.

Applications must adhere to all federal requirements for the program, including providing a minimum 20 percent match.

The selection process is conducted separately for each state. Upon receipt of the applications, state staff screen the submissions for eligibility and conduct preliminary assessments of the proposed projects. Once applications are determined eligible, they are forwarded to the TPB for consideration and selection.

Working with the states, TPB staff conducts research on the proposed projects, which may include site visits and interviews with applicants. TPB staff convenes a separate selection panel for each state's applications. The panel members include COG/TPB staff as well as representatives from the state DOTs whose applications are not under consideration. Representatives from the DOTs in the states whose projects are under consideration are invited to participate in the selection process as technical resources.

Panel members individually review and score applications based on each reviewer's professional assessment (50 points) and regional selection criteria (50 points). The regional criteria are rooted in TPB policies and programs, with the understanding that some projects will not meet all criteria.

For each state, the panel's recommendations are forwarded to the TPB for approval. After that, the TPB's decision is forwarded to the DOT to include in the state's capital improvement program.

In addition to the funding allocated by the TPB, each DOT has responsibility for a statewide allocation of TA Set-Aside funding. The statewide funds represent half of the state's total allocation under the program. Project selection using these funds usually occurs after the TPB makes its selections, although a portion of Virginia's statewide funds are reserved for project selection by the district member of the Commonwealth Transportation Board. In recent year, the CTB member's selection process has been conducted in coordination with the TPB's project selection.

CONTACT

For information about program details at the state level, contact:

- District of Columbia: Kelsey Bridges, DDOT, kelsey.bridges@dc.gov.
- Maryland: Christy Bernal, MDOT, CBernal@sha.state.md.us.
- Virginia: Pamela Liston, VDOT, pamela.liston@vdot.virginia.gov.

For more information about the TPB's role in this program, please contact John Swanson at jswanson@mwkog.org or 202-962-3295.



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Transportation and Climate Initiative (TCI): Draft Model Rule and Public Engagement Planning Update Released
DATE: March 11, 2021

On March 1, 2021, the [Transportation and Climate Initiative](#) (TCI) released two documents: the [draft model rule](#) for the [Transportation and Climate Initiative Program \(TCI-P\)](#) and an [update on public engagement planning](#).

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, the District of Columbia and three states¹ signed a [Memorandum of Understanding](#) (MOU) to participate in the TCI-P. Maryland and Virginia are among eight other states² that participated in the development of the draft model rule along with the four Signatory Jurisdictions. TPB received a [memorandum](#) about the MOU under Item 5 at the January 2021 meeting.

The MOU requires the Signatory Jurisdictions to release a coordinated final model rule after providing for a public review and input period on the draft model rule. Additionally, each Signatory Jurisdiction commits to pursue any legal processes within its jurisdiction required to implement its individual program consistent with the model rule. A four-page [summary](#) of the draft model rule provided by TCI is attached. Public comments on the draft model rule, submitted through the [TCI input portal](#), will be most helpful if received on or before April 1, 2021.

TCI's update on public engagement planning is also attached. TCI reiterates its commitment to a "transparent, inclusive, and equitable process" for the TCI-P. The document lists examples of opportunities for public engagement that both TCI and individual TCI jurisdictions may undertake, efforts that TCI intends to undertake to enable meaningful public engagement in the TCI-P, and upcoming program milestones that will be opportunities for public input.

The update on public engagement included an appendix with contact information for state agency officials from each of the TCI jurisdictions. For the TPB region, those contacts are:

District of Columbia

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

¹ Connecticut, Massachusetts, and Rhode Island

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

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)

An overview of the draft model rule and the update on public engagement planning were presented during a webinar on March 1, 2021. The webinar recording is available on the [TCI-P](#) website in both [English](#) and [Spanish](#). The [slides](#) from the webinar are also available.



ANNOUNCEMENT

TRANSPORTATION PLANNING BOARD CONNECTED AND AUTOMATED VEHICLES (CAV) WEBINAR SERIES

WEBINAR #4: CAV PLANNING CONSIDERATIONS – WHITE PAPER FINDINGS AND RECOMMENDATIONS

Thursday, March 25, 2021
1:00 P.M. - 2:30 P.M.

Registration Information:

Registration is free of charge, but advanced registration is required.

Please use this link to register: [CAV Webinar #4 Registration](#)

Please join us for the fourth webinar in the series dealing with Connected and Automated Vehicles' impacts on the Transportation Planning Board's and member agencies' activities. All are welcome, especially TPB member agency and committee personnel involved in or with an interest in the topic.

Featured will be a presentation on the CAV White Paper undertaken in 2020 to look at planning issues that will arise with CAV's as they are introduced to the National Capital Region. Incorporating CAV planning into the TPB's *Visualize 2045* long-range plan update will be discussed as well.

TPB is planning more CAV webinars, stay tuned for announcements on future events.

Please refer any questions or comments to:

Andrew Burke
Transportation Engineer
Department of Transportation Planning
aburke@mwkog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, TPB Senior Transportation Planner
SUBJECT: April 23 Vision Zero Arterial Design Webinar
DATE: March 11, 2021

This memorandum announces the April 23, 2021 Vision Zero Arterial Design Webinar.

ANNOUNCEMENT

As part of its ongoing series of professional development workshops, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee will be hosting a webinar on Vision Zero Arterial Design, on Friday, April 23 from 10 a.m. to 2 p.m. Speakers from the National Association of City Transportation Officials (NACTO), MDOT-SHA, DDOT, VDOT and Montgomery County will present their most recent design guidelines and treatments for pedestrian safety on major arterials, toward meeting Vision Zero goals. Closer to the date a final agenda and other meeting documents and information will be posted to the Subcommittee website.

This webinar will be free and open to the public. All are welcome, especially TPB member agency planners and engineers. No registration will be required.

PURPOSE

Pedestrian and bicyclist fatalities account for nearly one third of the region's transportation fatalities, and our major arterials are often the scene of these crashes. With new national and state design guidelines available, as well as the adoption of Vision Zero by many TPB member jurisdictions, now is a good time to raise awareness of agency staff and the public about these resources.

NEWS RELEASE

Early registration for Bike to Work Day 2021 is now open

Mar 1, 2021



After a year of unprecedented change, [Commuter Connections](#) and the [Washington Area Bicyclist Association](#) (WABA) are excited to announce that registration for the 20th Annual Bike to Work Day (BTWD) event has opened. The event will take place on Friday, May 21, with pit stops in the District of Columbia, Maryland, and Virginia. The first 15,000 people to register and attend will receive a free t-shirt.

The annual BTWD event traditionally celebrates bicycling as a fun, eco-friendly, low-cost commuting option, and it provides both physical and mental health benefits. To make sure even those working from home can participate, Commuter Connections is encouraging telecommuting registrants to bike to a local pit stop early in the day for a free t-shirt and then cycle back home to start the workday.

"We're very grateful to our continuing and new sponsors who help make these events stronger every year – and especially this year," said Nicholas Ramfos, Commuter Connections Director. "We hope this year's Bike to Work Day event will provide the region with an opportunity for all residents — including essential workers and telecommuters— to reconnect with bicycling as a form of commuting, exercise, and as a way to encourage mental well-being."

All pit stop locations will be taking [safety measures](#) in compliance with CDC guidelines to ensure participants and sponsors remain safe on the day of the event. Precautions will include:

- Zero tolerance mask enforcement
- Food & beverage policy with no-contact tables and factory sealed goods
- Pre-selected check-in times for staggered arrival times, with 25–30 bicyclists per half an hour timeslot
- Social distance requirements including six-foot distancing, one-way traffic flow, hand sanitizer stations, and appropriate signage

To find your local participating 2021 pit stops and plan your route, check out the [Find Your Pit Stop](#) map.

This year's event has been made possible by regional sponsors: ICF, Go Alex, and Urban Stems. Silver Sponsors: Marriott International, Bike Arlington, Bicycle Space, and Verra. And Bronze Sponsors: Maryland Department of Transportation, goDCgo, Virginia Department of Transportation, Giant,²⁸

American College of Cardiology, Fair Lakes, Potomac Pedalers, American Association of Highway and Transportation Officials (AASHTO), and Vision Zero Prince Georges.

Follow Commuter Connections on Twitter at [@BikeToWorkDay](#) and use #BTWD2021 or #BTWDC.

It's fast, free, and easy to register for BTWD at www.biketoworkmetrodc.org or by calling (800) 745-RIDE.

Commuter Connections is a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments. Commuter Connections promotes bicycling to work, ridesharing, and other alternatives to drive-alone commuting, provides ride-matching for carpools and vanpools and offers the free Guaranteed Ride Home program. Commuter Connections is funded by the District of Columbia, Maryland, Virginia, and the U.S. Department of Transportation.

The Washington Area Bicyclist Association creates a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling.

CONTACT:

Megan Goodman: mgoodman@mwkog.org, (202) 962-3209

Rachel Adler: radler@asc-pr.com, (914) 821-5100