



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** April 14, 2022

---

The attached materials include:

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** April 14, 2022

---

At its meeting on April 1, TPB Chair Sebesky signed a proclamation approving Friday, May 20 as “Bike To Work Day 2022.”

The Steering Committee also reviewed and approved for signing, a joint letter from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate, Energy, and Environment Policy Committee (CEEPC) to provide comments on a proposal by the U.S. Environmental Protection Agency (EPA) to control air pollution from new motor vehicles; particularly heavy-duty engine and vehicle standards.

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 actions or resolutions approved by the Steering Committee.

### Attachments

- Approved Regional Bike To Work Day 2022 Proclamation
- Approved and signed joint letter from TPB, MWAQC, and CEEPC to the EPA.

**TPB Steering Committee Attendance – April 1, 2022**  
(only voting members listed)

TPB Chair/VA rep.: Pamela Sebesky  
TPB Vice-Chair/MD rep.: Reuben Collins  
DC Rep.: Christina Henderson  
DDOT: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Maria Sinner  
Amir Shahpar  
Technical Committee Chair: Matthew Arcieri



# *Proclamation*

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day together with the Washington Area Bicyclist Association; and

WHEREAS, bicycle commuting is an effective means to support the region's air quality goals, improve mobility, and conserve energy; and

WHEREAS, bicycle commuting benefits both employees and employers through better health and fitness, reduced commuting and parking costs; and

WHEREAS, increasing numbers of employers have embraced bicycling and provide secure parking and shower facilities to help encourage bicycle commuting; and

WHEREAS, Capital Bikeshare's regional system has 600+ stations across seven jurisdictions; and

WHEREAS, 96 Bike to Work Day pit stops will be located within 22 COG jurisdictions in the region; and

WHEREAS, the week of May 16<sup>th</sup> is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

NOW, THEREFORE, BE IT RESOLVED THAT THE  
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Proclaims Friday, May 20, 2022 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

---

Chair, National Capital Region Transportation Planning Board

**Approved by the TPB Steering Committee at its meeting on April 1, 2022.**



April 17, 2022

Administrator Michael Regan  
U.S. Environmental Protection Agency  
Docket ID No EPA-HQ-OAR-2019-0055  
1200 Pennsylvania Avenue, N.W.  
Washington, D.C. 20460

Subject: Comment on Proposed Rule Regarding Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards; Docket ID No EPA-HQ-OAR-2019-0055

Dear Administrator Regan:

Thank you for providing an opportunity to comment on the proposed rule: Control of Air Pollution from New Motor Vehicles- Heavy-Duty Engine and Vehicle Standards.<sup>1</sup> On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the National Capital Region Transportation Planning Board (TPB), and the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), we are writing to offer our support for the proposed rule to change the heavy-duty emission control program -- including the standards, test procedures, regulatory useful life, emission-related warranty, and other requirements -- to further reduce the air quality impacts of heavy-duty engines across a range of operating conditions and over a longer period of the operational life of heavy-duty engines. We also support the proposed targeted updates to the existing Heavy-Duty Greenhouse Gas (GHG) Emissions Phase 2 program that will further GHG reductions in the model year (MY) 2027 timeframe.

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans demonstrating attainment of federal ozone and other criteria pollutant standards for the Washington, DC-MD-VA non-attainment area. The TPB is the federally designated metropolitan planning organization (MPO) for metropolitan Washington and is the region's forum for cooperative transportation decision making, including issues related to air quality. COG's CEEPC serves as a principal policy forum on climate change and is tasked with the development of a regional climate change strategy to meet the regional GHG reduction goals adopted by the COG Board of Directors.

We agree that the proposed rule has the potential to achieve significant Nitrogen Oxide (NOx) emissions reductions and will likely result in substantial public health and welfare benefits. The region is currently designated as being in non-attainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. NOx is a precursor pollutant of ground-level ozone. As such, reductions in NOx emissions will help the region to attain the federal NAAQS for ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter measuring 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts.

As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*,<sup>2</sup> underserved communities

---

<sup>1</sup> U.S. Environmental Protection Agency, "Proposed Rule and Related Materials for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards," Other Policies and Guidance, Regulations for Emissions from Vehicles and Engines, March 15, 2022, <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-and-related-materials-control-air-1>.

<sup>2</sup> "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwco.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

have been disproportionately affected by harmful environmental exposures, such as ambient air pollution and climate-change-related health impacts. Therefore, more stringent controls on air pollution from heavy-duty vehicles and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution. Finally, GHG emissions from the transportation sector are one of the major contributors of GHGs in the metropolitan Washington region. Tightening of the “Phase 2” GHG emissions standards for several heavy-duty categories would facilitate progress towards our long-term climate goals, which include a 50 percent greenhouse gas emission reduction below 2005 levels by 2030 and an 80 percent reduction below 2005 levels by 2050. It would also accelerate the adoption of zero emission vehicles in the region’s heavy-duty fleet, which is one of COG’s legislative priorities.

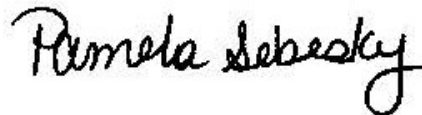
The National Capital region has implemented several emissions control measures in all emissions sectors, including transportation, over the years to improve its air quality and comply with NAAQS for a variety of criteria pollutants. The region also relies heavily on federal emissions control programs for a significant amount of its emissions reductions. While significant progress has been made in the Washington region to reduce emissions of criteria pollutants and GHG emissions, addressing sources of low-level NOx, including from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. The role of the federal government’s leadership in delivering effective regulatory limits on emissions from motor vehicles is a critical component of our ability to meet our adopted and mandated environmental objectives. As such, MWAQC, TPB, and CEEPC believe the continued updates to emission standards to reduce pollutants are appropriate and necessary.

Thank you again for the opportunity to provide comments on the EPA’s proposed heavy-duty engine and vehicle standards.

Sincerely,



The Honorable Takis Karantonis  
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



The Honorable Pamela Sebesky  
Chair, National Capital Region Transportation Planning Board (TPB)



The Honorable Koran Saines  
Chair, Climate Energy and Environment Policy Committee (CEEPC)



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** April 14, 2022

---

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



National Capital Region  
**Transportation Planning Board**

March 16, 2022

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 Arlington County, Virginia for the Arlington National Cemetery (ANC) Wall Trail 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 Arlington County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington National Cemetery (ANC) Wall Trail Project.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network and provide a "crosstown" bicycle and pedestrian connection between all three of Arlington's major radial development corridors: Rosslyn-Ballston, Richmond Highway (US 1), and Columbia Pike. The ANC Wall Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge and to the Arlington Cemetery Metrorail transit station.

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

Sincerely,

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

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

Cc: Mr. Dennis Leach, Director of Transportation, Arlington County Department of Environmental Services





National Capital Region  
**Transportation Planning Board**

March 24, 2022

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 Maryland National Capital Parks and Planning Commission for the Creating Equitable Connections on the Capital Trails 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 the Maryland National Capital Parks and Planning Commission (M-NCPPC) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Creating Equitable Connections on the Capital Trails Network Project.

This proposed package of nonmotorized transportation trail network improvements will include 3.5 miles of new construction, 11 miles of trail rehabilitation, and safety improvements at six intersections and at-grade crossings. There will be three new trail connections to Metrorail stations and three future Purple Line light rail stations; in total, the project will facilitate connections to nine rail stations. The projects will close gaps, rehabilitate and upgrade sub-standard facilities, increase carrying capacity, enhance safety, improve access for people with physical disabilities, and expand access to the National Capital Trail Network for underserved communities.

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

Sincerely,

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

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

Cc: Mr. Asuntha Chiang-Smith, Executive Director, Maryland National Capital Parks and Planning Commission



National Capital Region  
**Transportation Planning Board**

March 23, 2022

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 Claybrick Road Bus Garage Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the planning and design of a new DC Circulator Bus Garage at Claybrick Road.

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

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

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

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 23, 2022

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 black ink that reads "Pamela Sebesky".

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

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 23, 2022

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 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 South Capitol Street DC Circulator Bus Garage Plan.

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

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

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

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

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region  
**Transportation Planning Board**

March 23, 2022

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 Frontier Drive Extension 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 for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Frontier Drive Extension Project.

The Frontier Drive Extension Project will extend Frontier Drive from its southern terminus at Franconia-Springfield Parkway to Loisdale Road to relieve traffic congestion and improve access and safety to local malls and federal work sites. The RAISE grant will provide funding for construction of the new road along with sidewalks, pedestrian crossings, and on-road bike lanes to ensure that design elements address safe pedestrian crossings. Braided ramps at key intersections will improve both nonmotorized and auto user safety. The project also serves a Metrorail subway terminus station and adjoining commuter rail station and will improve feeder transit bus access and fund transit user amenities. The project serves the local activity center and is near to an identified Equity Emphasis Area for which it will improve mobility and accessibility for 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 safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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 project and grant funding.

Sincerely,

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

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

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



National Capital Region  
**Transportation Planning Board**

April 6, 2022

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 Prince George's County, Maryland for the "Proud to Charge" Electric Bus 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 Prince George's County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the "Proud to Charge" Electric Bus Project.

The "Proud to Charge" project will enable the purchase 30 new zero or low emission buses to replace diesel and fund the implementation of a regenerative energy storage, upgrading of electrical systems, and build partnerships to create and implement training programs that will develop workforce skills to support the execution of the County bus electrification initiative. The "Proud to Charge" project will enhance access to transit, connect residents to good paying jobs, improve sustainable energy programs, reduce air pollution, resulting health disparities in low-income communities, and prepare county residents to enter the high-tech workforce in transportation.

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

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

Sincerely,

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

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

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



National Capital Region  
**Transportation Planning Board**

April 6, 2022

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 Virginia Passenger Rail Authority's Long Bridge Pedestrian Bridge Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Passenger Rail Authority (VPRA) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Long Bridge Pedestrian Bridge Project.

The Long Bridge project will expand the existing two-track rail connection across the Potomac River between Virginia and the District of Columbia by building a second two-track parallel rail bridge, which will enable significantly expanded intercity and passenger rail service as well as improve freight rail movement. As part of the committed mitigations for impacts to parklands, VPRA and the National Park Service have agreed that a pedestrian-bicycle crossing will be added as part of the new bridge crossing. The requested RAISE grant funding will be used to fund a portion of the pedestrian-bicycle bridge, which will provide direct access to several centers of employment and residential communities and is expected to attract over 1,300 daily pedestrian and bicycle commuters, reducing auto-dependency with concomitant environmental and quality of life benefits.

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

Sincerely,

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

Cc: DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



National Capital Region  
**Transportation Planning Board**

April 6, 2022

The Honorable Anthony Brown  
United States House of Representatives  
1323 Longworth House Office Building  
Washington, D.C. 20515

Re: Funding for Prince George's County, Maryland for a Transit Facility Feasibility Study

Dear Congressman Brown:

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 a request by Prince George's County for dedicated funding to conduct a Transit Facility Feasibility Study

Prince George's County's current bus facility at Forestville, Maryland was built in the 1970s and even with periodic upgrades can no longer meet the needs of the County's TheBus fleet and plans for transit expansion. Dedicated funding for a facility feasibility study will assess the viability of relocating the administrative/maintenance facility, identify a main transfer plaza with customer service and sales, and consider the feasibility of adding transfer locations to include potential park and rides throughout the county to meet the goals and objectives of the County and provide better public transportation service to meet the needs of its residents. The feasibility study will advance the County's Transit Vision Plan and include an in-depth study of the electrification of the public transportation system

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

I anticipate that upon successful dedication of the funding, the region's transportation improvement program (TIP) will be amended to include the federal funding for this project.

Sincerely,

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

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** April 14, 2022

---

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** Solicitation for Applications for the Transportation Alternatives Set-Aside Program in Maryland  
**DATE:** April 14, 2022

---

The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 15 - May 16, 2022.

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 20, 2022 for TA Set-Aside projects in Maryland.

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See [www.mdot.maryland.gov](http://www.mdot.maryland.gov) for more information.

The District of Columbia will conduct its solicitation for TA Set-Aside in the fall of 2022. Virginia, which conducts its solicitation every two years, will open its application period in the spring of 2023.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- 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.

For more information about the TPB's role in this program, please contact John Swanson [jswanson@mwcog.org](mailto:jswanson@mwcog.org) or 202-962-3295. For information about the Maryland application process, contact Christy Bernal at [CBernal@sha.state.md.us](mailto:CBernal@sha.state.md.us).



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, and  
Leo Pineda, TPB Transportation Planner  
**SUBJECT:** TPB Transportation Resiliency Webinars  
**DATE:** April 14, 2022

---

## BACKGROUND

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

### Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. The first webinar was very well attended, see details on each event below.

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

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

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

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

## **Webinar Topics and Schedule**

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

**April 8**

**2:00 – 3:30 P.M.**

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

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

#### **Learning objectives:**

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

**May 13**

**2:00 – 3:30 P.M.**

### **Webinar 2: Get Started: Climate Vulnerability Assessments**

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

#### **Learning objectives:**

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

**June 10\***

**2:00 – 3:30 P.M.**

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

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

#### **Learning objectives:**

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

July 15\*

2:00 – 3:30 P.M.

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

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

#### Learning objectives:

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

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

#### TPB Climate and Resiliency Resources

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

Recent COG and TPB reports:

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

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: [scook@mwkog.org](mailto:scook@mwkog.org), [lpineda@mwkog.org](mailto:lpineda@mwkog.org)

# Racial Equity Learning Series

In 2020, the Metropolitan Washington Council of Governments (COG) Board of Directors affirmed racial equity as a fundamental COG value. As part of our commitment to advancing equity and weaving anti-racist values into our programs and planning efforts, COG is working with the Government Alliance on Race and Equity (GARE) to provide a series of free, educational workshops exclusively for elected officials in metropolitan Washington.

Join us for an opportunity to learn, strategize, and take action with peers to address racial inequities, a major challenge that requires an intentional, comprehensive focus.

## The series will:

- Engage participants in a shared racial equity analysis by examining policies and practices from a racial equity perspective and providing definitions of key terminology;
- Consider ways to support your jurisdiction's commitment to advancing racial equity;
- Discuss how to move from theory to action, foster accountability for using racial equity tools, and build public will and cross-sector support for advancing racial equity.

## Workshop Dates

- May 20, 2022, 9:30 A.M.\*
- June 17, 2022, 10:00 A.M.
- July 22, 2022, 10:00 A.M.
- September 16, 2022, 10:00 A.M.

\*This intro session is a prerequisite for elected officials participating in the entire series.

**Workshops will alternate between in-person and online. Staff will provide more information as meeting dates get closer.**

**To register for the series, visit [mwcog.org/equityworkshop](https://mwcog.org/equityworkshop) or contact Pat Warren at [pawarren@mwcog.org](mailto:pawarren@mwcog.org).**



April 11, 2022

Subject: May 4, 2022 Joint Spring Transportation Meeting

Dear Local Official:

The Commonwealth Transportation Board (CTB) will conduct a public meeting in our area to give the community the opportunity to provide comments on transportation projects and programs to be included in the Fiscal Year 2023-2028 Six-Year Improvement Program (FY2023-2028 SYIP). These projects and programs, which include highway, rail, and public transportation initiatives, represent important improvements to address safety, congestion and preservation of Virginia's transportation network. This CTB meeting as required by §33.2-214.3 code of Virginia, will serve as the joint public meeting for the following six agencies: the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (VDRPT), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE), and the newly established Virginia Passenger Rail Authority (VPRA). Each organization will have information available for review and comment related to their respective projects, evaluation, and selection criteria for funding.

The public meeting for the community in our region will be held on Wednesday, May 4, 2022 at the VDOT Northern Virginia (NOVA) District Office, located at 4975 Alliance Drive, Fairfax. **The open house will be begin at 5:30 p.m., followed by a listening session at 7:00 p.m.** Formal public comments on projects proposed to be included in the draft SYIP will be accepted at the meeting. Projects that are recommended for funding come from the following programs: State of Good Repair (SGR), Innovation and Technology Transportation (ITT), Transportation Alternatives Set-Aside (TA), Revenue Sharing (RS), and Bridge Formula. Comments will also be accepted for projects valued at more than \$25 million.

I encourage you to attend the public meeting in our region, or one of the other meetings listed. If you cannot attend the meeting and have comments please mail or e-mail your comments to:

**For Roads and Highway Comments**

Kim Pryor, Director  
VDOT Infrastructure Investment Division  
1401 E. Broad Street,  
Richmond, VA 23219  
[Six-YearProgram@vdot.virginia.gov](mailto:Six-YearProgram@vdot.virginia.gov)

**Transit and Rail Comments**

DRPT Public Information Office  
600 E. Main Street, Suite 2102  
Richmond VA, 23219  
[DRPTPR@drpt.virginia.gov](mailto:DRPTPR@drpt.virginia.gov)

**Comments on the Draft SYIP and candidate projects will be accepted until May 23, 2022.** For more information, please visit <http://www.ctb.virginia.gov/planning/springmeetings2022/default.asp>.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Maria Sinner at the VDOT NOVA District Office, 703-259-2342 or [Maria.Sinner@VDOT.Virginia.gov](mailto:Maria.Sinner@VDOT.Virginia.gov)

Sincerely,

John D. Lynch, P.E.  
 District Engineer  
 Northern Virginia District, VDOT

**2022 Spring Public Meeting Dates and Locations**

**Public meetings begin at 4:00 p.m. in each of the locations except as noted below:**

<p><b>Monday, April 25, 2022</b>                  Fredericksburg – James Monroe High School                  2300 Washington Avenue                  Fredericksburg, Virginia 22401</p>	<p><b>Tuesday, April 26, 2022</b>                  Culpeper - Culpeper District Auditorium                  1601 Orange Road                  Culpeper, VA. 22701</p>	<p><b>Thursday, April 28 2022</b>                  Richmond - Richmond District Auditorium, 2430 Pine Forest Drive, Colonial Heights, VA 23834</p>
<p><b>Monday, May 2, 2022</b>                  Hampton Roads - Hampton Roads District Auditorium, 7511 Burbage Drive, Suffolk 23435</p>	<p><b>Tuesday, May 3, 2022</b>                  Lynchburg – Virginian Hotel, 712 Church Street, Lynchburg, VA 24504</p>	<p><b>Wednesday, May 4, 2022</b>                  Northern Virginia - Northern Virginia District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030</p> <p><b>*meeting begins at 5:30 p.m.</b></p>
<p><b>Monday, May 9, 2022</b>                  Staunton - Blue Ridge Community College, Plecker Center, 1 College Lane, Weyers Cave, VA 24486</p>	<p><b>Wednesday, May 11, 2022</b>                  Bristol - Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210</p>	<p><b>Thursday, May 12, 2022</b>                  Salem - Holiday Inn Valley View 3315 Ordway Drive NW Roanoke, VA 24017</p>



# 2022 VIRGINIA HIGHWAY SAFETY SUMMIT MAY 3-5



## 2022: STAYING DRIVEN ON THE ROAD TO ZERO

The **2022 Virginia Highway Safety Summit** will feature sessions over three days that focus on current highway safety issues to continue our efforts to decrease the number of crashes, injuries, and fatalities on our roadways. Speakers from the national, state, and local level will present on a variety of topics from our highway safety focus areas.

We invite stakeholders from law enforcement, state agencies, non-profits, higher education, and other highway safety advocates to attend.

**Registration is free and we invite you to join us!**

**[REGISTER HERE](#)**

### **Tentative Schedule**

*Please note that the schedule is a work in progress and will be updated as sessions are confirmed.*

#### **Tuesday, May 3, 2022 | Pre-Summit Training Day**

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 a.m. – Noon	Training Tracks <ul style="list-style-type: none"><li>• EMS/Public Safety Training</li><li>• Law Enforcement Training</li></ul>
10:00 a.m. – Noon	Impaired Driving Stakeholder Committee Meeting
Noon – 1:00 p.m.	Lunch
1:00 – 3:00 p.m.	Occupant Protection Stakeholder Committee Meeting
1:00 – 5:00 p.m.	Training Tracks <ul style="list-style-type: none"><li>• Traffic Safety Engineering Training</li></ul>

- Law Enforcement Training
- Motorcycle Safety Training

### **Wednesday, May 4, 2022 | Virginia Highway Safety Summit**

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 – 9:00 a.m.	Opening Session with Zero Fatality Recognition
9:00 – 9:30 a.m.	Keynote Presentation
9:30 – 10:15 a.m.	General Session
10:30 – 11:15 a.m.	Legislative Update Panel
Noon – 1:45 p.m.	Lunch with Panel Discussion
2:00 – 2:45 p.m.	Breakout Session Tracks <ul style="list-style-type: none"> <li>• Infrastructure and Engineering/Public Safety</li> <li>• 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving</li> <li>• Fatality, Crash, and Injury Prevention</li> <li>• After the Crash</li> </ul>
3:00 – 3:45 p.m.	Breakout Session Tracks <ul style="list-style-type: none"> <li>• Infrastructure and Engineering/Public Safety</li> <li>• 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving</li> <li>• Fatality, Crash, and Injury Prevention</li> <li>• After the Crash</li> </ul>
4:00 – 5:00 p.m.	General Session
5:00 – 6:00 p.m.	Exhibitor Time

### **Thursday, May 5, 2022 | Virginia Highway Safety Summit**

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 – 9:00 a.m.	General Session
9:15 – 10:00 a.m.	Breakout Session Tracks <ul style="list-style-type: none"> <li>• Infrastructure and Engineering/Public Safety</li> <li>• 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving</li> <li>• Fatality, Crash, and Injury Prevention</li> <li>• After the Crash</li> </ul>
10:15 – 11:00 a.m.	Breakout Session Tracks <ul style="list-style-type: none"> <li>• Infrastructure and Engineering/Public Safety</li> <li>• 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving</li> <li>• Fatality, Crash, and Injury Prevention</li> <li>• After the Crash</li> </ul>
11:15 a.m. – Noon	Closing General Session

**We hope you’ll join us.**

**[REGISTER HERE](#)**