



## TRANSPORTATION PLANNING BOARD

Wednesday, September 22, 2021  
12:00 - 2:00 P.M.

### VIRTUAL MEETING ONLY

#### AGENDA

- 12:00 P.M.**    **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Charles Allen, TPB Chair*
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, September 21, 2021 to be relayed to the board at the meeting.
- 12:15 P.M.**    **2. APPROVAL OF THE JULY 21, 2021 MEETING MINUTES**  
*Charles Allen, TPB Chair*
- 12:20 P.M.**    **3. TECHNICAL COMMITTEE REPORT**  
*Jason Groth, TPB Technical Committee Chair*
- 12:25 P.M.**    **4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Elisa Walton, CAC Chair*
- 12:35 P.M.**    **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.**    **6. CHAIRMAN'S REMARKS**  
*Charles Allen, TPB Chair*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
Visit [www.mwkog.org/accommodations](http://www.mwkog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

## **ACTION ITEMS**

**12:50 P.M. 7. REGIONAL CAR FREE DAY 2021 PROCLAMATION**

*Nicholas Ramfos, TPB Transportation Operations Programs Director*

In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

**Action: Approve the Car Free Day 2021 Proclamation**

**12:55 P.M. 8. TRANSIT WITHIN REACH**

*Nicole McCall, TPB Transportation Planner*

Staff solicited applications for the initial round of Transit Within Reach Program technical assistance between May 3 and July 1, 2021. The board will be briefed and asked to approve the applications that are being recommended for FY 2022/23 funding.

**Action: Approve Transit Within Reach technical assistance projects.**

## **INFORMATION ITEMS**

**1:10 P.M. 9. COG BOARD RETREAT**

*Chuck Bean, COG Executive Director*

The COG Leadership Retreat took place in July 2021 including members of the COG Board of Directors and policy committee leadership. Participants discussed ways to prioritize High-Capacity Transit Station Areas (HCTs) and Equity Emphasis Areas (EEAs) throughout the region. The COG Board will consider resolutions at the October meeting to adopt regional and local mechanisms for optimizing land use around HCTs and EEAs throughout all of COG's planning.

**1:25 P.M. 10. TPB CLIMATE CHANGE MITIGATION STUDY**

*Mark Moran, TPB Travel Forecasting and Emissions Analysis Program Director  
Michael Grant, ICF*

The TPB Climate Change Mitigation Study of 2021 (CCMS) is a 12-month scenario study whose goal is to identify potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas (GHG) reduction goals associated with 2030 and 2050. The consultant, ICF, presented findings from its literature review on June 4 to the Technical Committee. In July, the literature review was [finalized](#) and shared with both the Technical Committee and the TPB (as part of the Director's Report). The consultant recently finished a technical memo, dated August 25, that lists the scenarios to be analyzed for the study. This memo was shared with the Technical Committee on August 27 via email and was presented at the September 10 Technical Committee meeting. The last presentation to the TPB regarding this study was made by Erin Morrow on May 19. The study is expected to be completed in December.

**2:00 P.M.      11. ADJOURN**

The next meeting is scheduled for October 20, 2021.

**MEETING VIDEO**

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the September 2021 TPB Meeting  
**DATE:** September 22, 2021

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The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email ([tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)), online ([mwkog.org/tpbcomment](http://mwkog.org/tpbcomment)), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the July 21, 2021 TPB meeting and noon on Tuesday, September 21, 2021, the TPB received 8 comments. Seven comments were submitted by email. One was submitted by phone. No comments were received through the online comment form.

The comments are summarized below. All full comments are attached to this memo.

## **PUBLIC COMMENT**

### **Stewart Schwartz, Coalition for Smarter Growth – Email September 17, 2021**

Schwartz submitted a letter to be included in the meeting materials for the September TPB meeting. The letter states that the region must significantly reduce per capita vehicle miles travelled and proposes to suggestions. A copy of this letter is attached.

### **Arlene Montemarano – Email – August 31, September 11, and September 19, 2021**

Montemarano, resident of Silver Spring, sent three emails. The first, from September 19, was an exchange about the importance of health care if I-495/I-270 is constructed. The second, from September 11, included two articles about Transurban, the company selected to operated tolls on I-495/I-270. The third email, from August 31, was a link to an article advocating that roads should be fixed before new ones are built. A copy of each email is attached.

### **Tricia Tice – Email – August 11, 2021**

Tice, resident of Rockville, sent a copy of a letter they wrote to the Maryland Board of Public Works about the impact of self-driving electric cars on the proposed I-495/I-270 expansion project. A copy of the letter is attached.

### **Maria Mudd – Phone message – July 26, 2021**

Mudd, resident of Bethesda, said they strongly opposes the plan to add toll lanes to I-270. She said that they would harm both the environment and residents of the Washington region.

**Maria Eugenia Bruchmann – Email – July 24, 2021**

Bruchmann, resident of Bethesda, emailed a message to Chair Allen about possible impacts of the I-495 expansion on her community, including increased noise and air pollution, loss of trees and property, and impacts on a nearby school. A copy of the email is attached.

**Clayton Cole – Email – July 22, 2021**

Cole sent a message to the board encouraging them not to add the I-495/I-270 project back into the long-range plan. They said the public opposes congestion pricing and are concerned about Transurban. A copy of the email is attached.

September 16, 2021

Hon. Charles Allen  
Chair, Transportation Planning Board

Re: TPB Climate Change Study initial results show the region must reduce VMT

Chair Allen and TPB Board members:

TPB staff presented two very important findings at last Friday's Technical Committee meeting:

- To meet its climate target, the DC region would have to achieve unrealistically high levels of electric vehicles on the road by 2030 - **between 50% and 75% of all vehicles would need to be electric by 2030 to achieve the region's climate target under *Visualize 2045*. (see slide 8)** For reference, the COG Climate Plan's ambitious electrification goal is for 34% of cars on the road to be electric by 2030, with lower percentages for trucks.
- Recent [vehicle registration data](#) show the challenges of achieving a rapid fleet turnover by 2030. According to TPB staff: "While the growth in electric and hybrid vehicles is encouraging, an **older vehicle fleet and a shift toward light duty trucks and away from light duty cars could lead to negative impacts on emissions** (in 2020, for the first time in our region, number of LD cars  $\approx$  number of LD trucks)."

It is clear that the region must significantly reduce per capita Vehicle Miles Traveled (VMT) as well as pursue ambitious adoption of electric vehicles. [Rocky Mountain Institute](#) has shown that to meet climate targets, the U.S. as a whole must reduce per capita VMT of passenger vehicles by 20% by 2030 compared to pre-pandemic levels, even with ambitious electrification of 25% of cars on the road by then.

In contrast, the most recent *Visualize 2045* would achieve only a 3 percent reduction in per capita VMT by 2045. Unfortunately, the currently proposed *Visualize 2045* looks to achieve largely the same results as the previous plan, investing \$32 billion in highway expansion compared to \$13 for expanding transit.

We ask TPB Board members to do two things:

1. Request that the staff and consultants for the TPB Climate Change Mitigation Study perform the relatively easy calculation of estimating how much per capita VMT reduction would be needed to meet our climate targets under the COG 2030 Climate and Energy Action Plan vehicle electrification goal. This calculation could be quickly done using the "top-down" analysis already completed, and it would provide invaluable, timely information to TPB board members who are making decisions in other venues (e.g., NVTAs, local government climate action plans and transportation decisions). This

calculation doesn't need to wait for the full scenario analysis results that will be presented in December.

2. Based on the answer to #1, establish VMT reduction targets in the current update to *Visualize 2045* for the years 2030 and 2045. The last *Visualize 2045* reported on VMT as a performance measure but set no target or goal for what the region should achieve.

Thank you for your dedication to the climate crisis. We have little time to waste.

Sincerely,

Stewart Schwartz  
Executive Director

Bill Pugh  
Senior Policy Fellow

## TPB Comment

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**From:** Arlene <mikarlgm@gmail.com>  
**Sent:** Sunday, September 19, 2021 10:25 PM  
**Subject:** "Stand with me to expand healthcare"

Here is a hard-hitting, (and clearly true), response to Franchot's campaign flyer, copied below. Thank you, Patty McGrath!

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*On 9/18/2021 11:32 AM, 'pattymcgrath08' via Montgomery County Faith Alliance for Climate Solutions (w/IPL-DMV) wrote:*

*Many more people in our area are going to NEED healthcare because of the disastrous environmental effects of 495 and 270 highway expansions you voted to support. Air and water quality matter. Blacktop expansion is a major contributor to pollution and the climate emergency.*

*I'd need to see a retraction of that vote for highways before responding.*

*Patty McGrath  
202-250-0429 text, cell & voicemail  
571-243-1856 cell & voicemail  
301-299-6350  
Sent from my iPad*

On Sep 17, 2021, at 2:04 PM, Peter Franchot <[info@franchot.com](mailto:info@franchot.com)> wrote:

FRANCHOT FOR GOVERNOR

SIGN IF YOU AGREE: We need to reduce the cost of prescription medication and expand affordable, quality healthcare coverage.

Dear Patricia,

No Marylander should have to choose between life-saving medications and putting food on the table. That's why if I'm blessed to be your next Governor, I'm going to lower the costs of healthcare and expand affordable primary and preventive care.



My healthcare policy will be centered on the principle that social determinants of health -- including poverty, access to transportation, good housing, and healthy food -- are the most significant inputs to the health outcomes for Marylanders. That's why I'll prioritize funding for primary and preventive care that proactively reduces chronic health conditions that lead to hospitalization. My plan will aim to reduce new instances of diabetes, hypertension, and asthma at least 20% by 2030.

But I also recognize that we must take bold steps to care for those who do require more advanced treatment -- which is why I'm going to explore an expansion of the Prescription Drug Affordability Board to full coverage of the existing market. Prescription drug prices have simply become too high for the average Marylander. It's time to fix that.

If you agree that we need to reduce the cost of prescription drugs and expand affordable, quality care, will you add your name to my petition? I'm looking to get 1,500 signatures from grassroots supporters by the end of next week to send the strong message that our healthcare system needs an urgent revamp.

For many of our friends, family and neighbors, particularly those belonging to our most vulnerable and disadvantaged communities, lack of affordable healthcare coverage has unfortunately led to deadly consequences during this once-in-a-generation public health crisis.

There are hundreds of thousands of Marylanders still living without health insurance. There are many more who are under-insured, or who are unable to afford the cost of services even with insurance. To all of them, I say that help is on the way.

I am urging you to stand with me in this fight to expand affordable coverage. Sign my petition if you agree that the next Governor needs to take bold action to reduce the cost of prescription drugs, and expand affordable primary and preventive care.

Thank you,

DONATE

By Authority: Friends of Peter Franchot; Tom Gentile, Treasurer

Friends of Peter Franchot  
P.O. Box 6648

Annapolis, MD 21401  
United States

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Please add your name to this petition indicating opposition to Hogan's private toll highway expansion plan: <https://sign.moveon.org/petitions/stop-toll-lanes-highway-widening-proposal-in-maryland>

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Member of Citizens Against Beltway Expansion, [cabe495.com](http://cabe495.com)

## TPB Comment

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**From:** arlene Montemarano <mikarlgm@gmail.com>  
**Sent:** Saturday, September 11, 2021 8:13 AM  
**Subject:** Why would we (Hogan) want anything to do with such a hated company?  
**Attachments:** TransurbanLaminex.pdf; TransurbanBloodsuckingBastardry.pdf

If they are such a pariah in their own country, Australia, what makes anyone think they would suddenly become an honorable, trustworthy corporation over here?

These two articles are from the Australian Financial Review.

Epecially note: "Bastardry without pause from an untouchable, blood-sucking monopoly."

I have others that came from a CAFE member's relative who lives there and was moved by anger to clip and send stories from their local newspaper *about said Untouchable, Blood-sucking Monopoly*. (Thank you, Elaine!) Will send those upon request.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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## Not fast or cheap, but the West Gate Tunnel project is out of control

By **Clay Lucas**

January 29, 2020 — 8.12pm

Treasurer Tim Pallas billed it as the multi-billion-dollar road deal that was too good to refuse: a massive new motorway through Melbourne’s west, to be delivered by Transurban at virtually no cost to taxpayers.

“The good news just keeps coming on and on,” Pallas said in 2015 of the “market-led proposal” that Transurban brought directly to him and that he shepherded through Cabinet.

Yet four years later, this project is a financial disaster, and there is every chance that Victorians will, once again, be called upon to bail out a public-private partnership gone wrong.

Will Victorian state governments never learn?

Announced by Pallas and Andrews soon after the pair dumped the East West Link in 2015, the project was meant to be a good news story in comparison to Denis Napthine’s disastrous money-pit.

Now, the entire West Gate Tunnel project may collapse as the builders signed up by Transurban threaten to walk.

It isn’t just an idle threat from the two contractors, CPB and John Holland, who are facing hundreds of millions of dollars in extra costs from soil contamination issues if they plough on.

Pallas, Andrews and Transport Infrastructure Minister Jacinta Allan are overseeing what they advertise as the “Big Build” to address the state’s infrastructure challenges.

It is rapidly turning into a big mess, with troubles mounting on their Metro Tunnel rail project and one bidder for their biggest road project, the North East Link, having walked away.

The West Gate Tunnel though, already close to a year behind schedule, is their most acute headache.

Transurban has said little about what it is going to do to get the project back on track - but has made it clear they will not be handing the builders bundles of extra cash.

Instead it has lawyered up, telling the stock market it expects the builders to continue their work under the contract they had struck.

The only likely way construction will begin again in some semblance of what was planned is if more cash is put on the table. Insider tip - there is one party that will now come under incredible pressure to pony up: the Andrews government, in a bid to save its reputation.

Wednesday's events were a very different reality to the glittering promise made by Transurban chief Scott Charlton in 2015. "No state funds are required, freeing up investment for other vital infrastructure projects, including public transport," he said at the time.

But today, even before Wednesday's mess was revealed, Victorian taxpayers were on the hook for \$2 billion for this road.

And as of last April, motorists who use CityLink are paying higher tolls to help Transurban pay its share of the West Gate Tunnel's \$6.7 billion budget.

Just how many times do Victorian state governments have to be taken for a ride by Transurban to realise it is usually Transurban that walks away the winner?

Or, as former NSW auditor-general Tony Harris put it in 2016: "When [Transurban] leave a negotiating room nothing is left on the table, not even the Laminex." They just have this reputation for being superb negotiators at the taxpayers' expense."

If the John Holland-CPB Contractors consortium does walk away from the project as they have threatened, a protracted legal battle will ensue over whether they did or did not encounter force majeure.

In the absence of the builder being forced back on the job, Transurban and the Andrews government would be forced to re-tender the contracts - and the cost of building the road would escalate exponentially.

On Wednesday, Jacinta Allan assured reporters work was continuing despite the latest blow on many aspects of the project, including freeway widening, piling near the Maribyrnong, and off-ramps continuing to be built.

Yet one key thing is not happening on the West Gate Tunnel: tunnelling. Not quite the good news Tim Pallas promised Victorians.

## Sam Mostyn says one thing, Transurban does another

Rear Window



**Joe Aston** Columnist

These sure are fecund days for instances of regrettable timing, and next on our (extensive) list of businesspeople whose heartless actions have betrayed their valiant words is professional company director **Samantha Mostyn**.

Last Monday, March 30, the boardroom veteran [grandly predicted](#) "our community will not be the same" after the coronavirus crisis because "no longer will the headline growth of GDP be the barometer for the health and resilience of our society and the economy". The tender words of someone who never in her executive career ran a profit and loss statement.



Sam Mostyn is one of the rare directors with core experience in human relations.

"We should not lose this remarkable moment to collaboratively rebuild our uniquely Australian society and an economy that can deliver for all." Honestly, what does that even mean? Did she accidentally swallow a focus group?

"Our focus should be on how we work together now to ensure that we rebuild an economy that works for all including our most disadvantaged..."

These motherhood statements really are the pits. Australia is the land of Medicare, the NDIS and where, thanks to family tax benefits, circa 40 per cent of Australian households pay no net tax. Yet there needs to be greater social welfare, says, fair dinkum, the chairman of Citibank!

Mostyn made these remarks in the heady midst of corporate self-deprivation for the national interest: a cavalcade of boards has foregone directors' fees, Telstra lifted all broadband data caps and BHP gave \$50 million to COVID-19-affected mining communities, *et cetera*.

But two days later, Transurban – on whose board Mostyn has been perched since 2010 – proceeded with [scheduled toll increases](#) across its portfolio of freeways in the middle of an economic crisis. Bastardry without pause from an untouchable, blood-sucking monopoly. Why didn't Transurban's board intervene to cancel the price hike? Shouldn't Transurban be (as per the Mostyn memo) collaboratively rebuilding the economy for all those stony-broke motorists in outer Melbourne and Western Sydney? Oh, and Transurban directors – led by the [inimitable Lindsay Maxsted](#) – are yet to "work together" to propose any pay cut for themselves.

Mostyn's cheap words even extended to this old chestnut: "Our community will not be the same as the one that entered this crisis." Sorry, but what's with this mindless, *faux*-wise vibe *du jour* now emanating from rent-a-quotes everywhere that goes something like "we'll never be the same again"? Actually, we will be the same. Almost exactly the f---ing same. In a few months' time, life will revert to near normal, as it did at the conclusion of two world wars and the Great Depression they bookended, the 1987 crash, 9/11 and the 2009 financial crisis.

In the eye of the GFC, then prime minister **Kevin Rudd** even [wrote in \*The Monthly\*](#) (please set down any hot beverages before continuing) that "from time to time in human history there occur events of a truly seismic significance, events that mark a turning point between one epoch and the next, when one orthodoxy is overthrown and another takes its place... There is a sense that we are now living through just such a time." Which of course we weren't. Virtually nothing had changed at all. Except Labor's caucus did soon figure out Kevin, and wisely rissled the prick.

There's a dismal immaturity in this reflex to hyperbolise a changed future – especially in the newspaper, as 'thought leadership'. But the irony's in the one thing that will always be immutable: not even an alien invasion could stop Transurban screwing the travelling public.

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## TPB Comment

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**From:** Arlene <mikarlgm@gmail.com>  
**Sent:** Tuesday, August 31, 2021 10:13 PM  
**Subject:** The U.S. Needs to Fix Existing Roads, Not Build New Ones

If we paid for our road usage costs at the time that we actually use them..... Sticker shock.

(Bolding is mine)

=====

[https://www.governing.com/now/the-u-s-needs-to-fix-existing-roads-not-build-new-ones?utm\\_term=READ%20MORE&utm\\_campaign=The%20U.S.%20Needs%20to%20Fix%20Existing%20Roads%2C%20Not%20Build%20New%20Ones&utm\\_content=email&utm\\_source=Act-On+Software&utm\\_medium=email](https://www.governing.com/now/the-u-s-needs-to-fix-existing-roads-not-build-new-ones?utm_term=READ%20MORE&utm_campaign=The%20U.S.%20Needs%20to%20Fix%20Existing%20Roads%2C%20Not%20Build%20New%20Ones&utm_content=email&utm_source=Act-On+Software&utm_medium=email)

[www.governing.com](http://www.governing.com)

The U.S. Needs to Fix Existing Roads, Not Build New Ones  
Aug. 27th, 2021

As the bipartisan infrastructure bill wends its way through Congress, state and local politicians are salivating over the tens of billions of dollars that will likely soon be headed their way for road construction and maintenance.

New research published by the National Bureau of Economic Research measuring the social cost of damaged roads buttresses the case for prioritization of highway repairs.

“The rougher the roads are, there are substantial costs in terms of higher vehicle operating costs, longer travel times and less traffic safety,” says Margaret Bock, professor of economics at Goucher College. “Our estimates are a lot larger than previous estimates. We really need to be investing in fixing the roads.” Bock’s paper, written with Alexander Cardazzi and Brad Humphreys, finds that **even modest road damage slows average vehicle speeds by 11 percent** and increases the likelihood of crashes. (Although slower travel makes individual car crashes less likely and less deadly, the researchers looked at aggregate speeds over the course of a month, and they think that explains the disparity; it also looks at highways, not local roads with pedestrians.) The trio of researchers studied California’s highway system, because it is one of the largest and most geographically diverse in the nation. The state contains almost 400,000 road miles across a variety of climates, the second most expansive system in the nation (behind only Texas). California already spends an astronomical amount on its highways. In 2018-2019, the state’s Department of Transportation increased spending on road maintenance from \$421 million to \$576 million, and road rehabilitation from \$424 million to \$994 million. (The larger number includes additional costs beyond pavement, like guardrail installation and repair.) **Nationally, in 2017, highway maintenance cost the country \$51.4 billion. More than two times that amount was spent the same year on the construction of new roads.** In their paper, the authors argue that the wear and tear on our highway system has greater costs than were previously understood, “implying a need for more transportation infrastructure investment, especially for road maintenance.” Do the authors have any faith that the infrastructure bill, and the way state governments put its prospective bounty to use, will get the balance right? “Its really great Congress is proposing to shell out a lot of money for infrastructure repair,” says Bock. **“But some more of the money that’s going towards new road construction could be devoted to repair. Based on our paper, a lot of the costs associated with pavement damage have been**



**underestimated.”David King, a professor of urban planning at Arizona State University, agrees with the conclusion that the country should have a **fix-it-first mentality** when it comes to highway spending.** The infrastructure bill, however, still pushes a substantial amount of money to new road construction.

But the need for aggressive spending on new highways is not clear. King says that in many parts of the country, roadways are being abandoned or returned to gravel. **The principle of induced demand, meanwhile, has proven that expanding heavily used roadways will not affect traffic in the medium term. If you build it, drivers will fill it.**

“Road expansion is something that we do because there’s free money to do it,” says King. “There are forward-looking ways that cities, regions and states should be thinking about infrastructure spending [as opposed to policy] organized around road building to make sure that we’re set up for the 1980 economy.”Cardazzi and Bock’s paper notes in passing that “efficient user fees” should reflect the actual costs of transportation infrastructure use. But in much of America, the upfront costs of roads are free, with tolls relatively scarce and congestion pricing non-existent. That means **drivers and non-drivers alike pay on the back end in the form of taxes and publicly supported subsidies.**King says that there are myriad ways that user fees could be implemented. Much of the heaviest road damage is caused by large trucks, so a different fee structure for commercial and passenger vehicles makes a lot of sense.“There’s research looking at the major determinants of road deterioration and trucks are the main drivers of this,” says Alexander Cardazzi, Bock’s co-author, who teaches economics at West Virginia University. “Maybe truck tolls should be more expensive, because those are the things that are really damaging the pavement.”

The oft-proposed vehicle miles traveled fee could target its sanctions to specifically make it more expensive for big rigs to drive on local roads, where they cause worse damage, as opposed to freeways. Congestion pricing or more highway tolls would also better reflect the actual cost of keeping roadways in good repair, support transit options, and incentivize people to drive less.

Although driving has become a cornerstone of American life, the negative externalities of a mass motorized nation are immense. In the U.S., **transportation is the largest source of greenhouse emissions, pedestrian deaths have been rising and the downtowns of many cities and towns have been hollowed out by sprawling suburban development (which is also greenhouse gas intensive).**

Because automobiles are a largely unexamined part of everyday life, the infrastructure that supports them is unthinkingly extended and changes are met with political backlash that few politicians wish to face. As a result, vehicle miles traveled taxes and other user fees (like congestion charges) are largely non-starters.But an expert can dream.“User fees are a wonderful way to not just raise revenue, but to reflect the overall cost to society of the travel choices people are making,” says King. “If we could really get a system of user fees, that should also influence how [policymakers] spend their money and how their priorities are set within the funding and within the infrastructure bill itself.”

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Arlene Montemarano, 240-360-8691

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Member of Citizens Against Beltway Expansion, [cabe495.com](http://cabe495.com)

## TPB Comment

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**From:** Tricia Tice <ptice17@gmail.com>  
**Sent:** Wednesday, August 11, 2021 1:19 AM  
**To:** TPBcomment  
**Subject:** FYI..... Self-driving electric shared vehicles will replace most private automobiles by 2030

**Categories:** Blue category

National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Below is a copy of the letter I sent to the Board of Public Works yesterday.

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Maryland Board of Public Works  
Louis L. Goldstein Treasury Building  
80 Calvert St, Annapolis, MD 21401

Dear Governor Larry Hogan,  
Treasurer Nancy K. Kopp, and  
Comptroller Peter Franchot,

According to the new research report ***Rethinking Transportation 2020-2030: The Disruption of the ICE Vehicle and Oil Industries***, a historic revolution in transportation will end individual world's energy economy.

Ninety-five percent of U.S. car miles will be in self-driving, electric, shared vehicles by 2030 according to the report. "We are on the cusp of one of the fastest, deepest, most consequential disruptions of transportation history: the automobile replacing the horse across the nation in about 25 years.

Before you, the Board of Public Works, approve the first phase of the contract to widen I-495 and I-270, I urge you to review the report. You will learn that a convergence of technologies is gathering momentum. Investors recognize this, which is why the price of Tesla shares and similar investments have soared.

The report details how the approval of autonomous electric vehicles (A-EVs) will unleash the transportation revolution. A-EVs will abandon internal combustion engines for A-EVs for economic reasons. A-EVs engaged in transportation will account for 95 percent of U.S vehicle stock. As fewer cars travel more miles, the number of passenger vehicles will drop from 100 million in 2020 to 44 million in 2030.

The expansion of I-495 and I-270 will be obsolete before it is completed.

I urge you to consider the findings of this report before you make a decision.

--  
Patricia Tice

1615-C Piccard Drive  
Apt 1425  
Rockville, MD 20850

Making the transition to a plant-based diet may be the most effective way an individual can stop climate change. Thich Nhat Hanh

**Voicemail received on July 26, 2021**

Good morning. My name is Marian and I own a house in Bethesda.

I'm calling because I am opposed strongly to the I-270 plan to add toll lanes and I have been for a long time. And I would like to have my name added to the list of those strongly opposed to expanding the Beltway having toll lanes. I think they're destructive. And I think that this is just one more delay tactic to try to do something that I think will be harmful to the environment and the residents.

And my name is Marion Mudd.

Thank you for taking this call. I'm sure you are very busy with this.

Thanks again. Bye bye.

## TPB Comment

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**From:** Maria Eugenia Bruchmann <mebruchmann@gmail.com>  
**Sent:** Saturday, July 24, 2021 12:20 PM  
**To:** TPBcomment  
**Subject:** Please consider a NO on the on the current I-495/I-270 Project

**Categories:** Blue category

Dear Chairman Charles Allen:

Please distribute this important information to your members before the re-vote on Wednesday. My name is Maria Eugenia Bruchmann and I live in Carderock Springs/South Carderock community, Bethesda, Maryland, that is intersected by the Beltway. Our community has repeatedly raised serious concerns about the Beltway expansion as it is currently planned by the State Highway Administration (SHA) in several community meetings and many comments letters. These concerns include increases in noise and air pollution; loss of trees along the right of way, potential loss of property as LOD and noise wall construction will be adjacent to private properties, direct impacts including severe pollution on Carderock Springs Elementary School, traffic congestion on connecting roads (River Rd, Seven Locks, MacArthur Blvd., Persimmon Tree Rd), and visual and noise impacts of proposed fly-over ramps to managed lanes from River Rd and connecting to Clara Barton Pkwy. As our County officials and transportation planners, we understand that the traffic relief could be achieved by much more environmentally friendly means than currently planned P3 is suggesting.

We urge you and TPB members to vote "No" on the current I-495/I-270 project until the Final Environmental Impact Statement is completed and the expansion plan is much more efficient and environmentally aware.

Sincerely, Maria Eugenia Bruchmann

## TPB Comment

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**From:** Clayton C <claytonc99@gmail.com>  
**Sent:** Thursday, July 22, 2021 1:11 PM  
**To:** TPBcomment  
**Subject:** Listen to the vote

**Categories:** Blue category

The people and the Transportation Planning Board have already spoken, why are you letting Hogan try to strong-arm an unpopular plan just to bolster his accomplishment resume?

The MD DOT website itself acknowledges that 70% of people oppose congestion pricing-- at what percentage does the will of the people you are paid to represent start to matter? 80? 90? 99...?

I also think the ignoring of the public is especially shady considering Amanda N. Allen was a Hogan Administration Official and then immediately joined Transurban-- the same firm Hogan met with during his trip to Australia, where the CEO Jennifer Aument was present.

Between the personal interactions and the strategic lobbyist moves, surely you can understand why many of your constituents find this situation to be fishy. I hope that you and the TPB have the resolve to not succumb to the pressures undoubtedly put upon you and maintain your original decision.

Thank you,

Clayton Cole

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

July 21, 2021

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, TPB Chair – DC Council  
Ella Hanson – DC Council  
Brook Pinto – DC Council  
Christina Henderson – DC Council  
Andrew Trueblood – DC Office of Planning  
Kristin Calkins – DC Office of Planning  
Mark Rawlings – DDOT  
Anna Chamberlin – DDOT  
Lezlie Rupert – DDOT  
Adrian Boafo - Bowie  
Rueben Collins - Charles County  
Jason Groth – Charles County  
Patrick Wojahn – College Park  
Denise Mitchell – College Park  
Jan Gardner – Frederick County  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmonson – City of Frederick  
Neil Harris – Gaithersburg  
Emmet V. Jordan – Greenbelt  
Michael R. Leszcz – Laurel  
Marc Elrich – Montgomery County Executive  
Christopher Conklin – Montgomery County Executive  
Gary Erenrich – Montgomery County Executive  
Hannah Henn – Montgomery County Executive  
Glen Orlin – Montgomery County Legislative  
Terry Bellamy – Prince George’s County Executive  
Victor Weissberg – Prince George’s County Executive  
Deni Taveras – Prince George’s County Legislative  
Bridget Donnell Newton – Rockville  
Emad Elshafei - Rockville  
Kacy Kostiuik – Takoma Park  
Marc Korman – Maryland House of Delegates  
Carol Krimm – Maryland House of Delegates  
Nancy King – Maryland Senate  
R. Earl Lewis, Jr. – MDOT  
Canek Aguirre – Alexandria  
Christian Dorsey – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
David Snyder – Falls Church

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Adam Shellenberger – Fauquier County  
Matthew Letourneau – Loudoun County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Pamela Sebesky – Manassas  
Jeannette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Paolo Belita – Prince William County  
David Reid – Virginia House  
David Marsden – Virginia Senate  
Maria Sinner – VDOT  
Rob Cary – VDOT  
Norman Whitaker – VDOT  
Mark Phillips – WMATA  
Sandra Jackson – FHWA  
Tammy Stidham – NPS  
Dan Koenig – FTA  
Julia Koster – NCPC

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Nick Ramfos  
Tom Gates  
Sharon Pandak  
Stacy Cook  
Abigail Zenner  
Leo Pineda  
Sergio Ritacco  
John Swanson  
Sarah Bond  
Kyona Davis  
Eric Randall  
Jane Posey  
Dusan Vuksan  
Deborah Etheridge  
Lynn Winchell-Mendy  
Dusan Vuksan  
William Bacon  
Jen Desimone  
Jon Schermann  
Feng Xie  
Erin Marrow

Greg Slater – MDOT  
Jeff Folden – MDOT  
K. Youngsbluth - DRPT  
Christopher Laskowski – DC Council

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Materials referenced in the minutes can be found here:  
[mwcog.org/events/2021/7/21/transportation-planning-board/](http://mwcog.org/events/2021/7/21/transportation-planning-board/)

## **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**

Chair Allen called the meeting to order and reminded the board that the meeting was being recorded and broadcast. He said the process for asking questions and voting would be the same as at previous meetings. After each item, members would be asked to comment or vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first pages of the minutes.

Ms. Erickson said that the TPB received a total of 563 comments for the July TPB meeting. Nineteen of those comments were letters from organizations and the public. Fifty-six of the comments were received by VDOT and forwarded to the TPB. There was one transcribed voicemail. She summarized those comments and said that 270 of the comments asked the board to remove the I-270 project from the plan. There were 293 comments asking the TPB to include the I-270 and I-495 project in the plan. She said that the memo for this item included a more detailed summary of public comment.

## **2. APPROVAL OF THE JUNE 16, 2021 MEETING MINUTES**

A motion was made to approve the minutes from the June TPB meeting.

Mr. Aguirre seconded the motion.

The board approved the minutes unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Chair Allen referred to the Technical Committee Report and encouraged board members to review that document. There were no questions.

## **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Chair Allen referred to the Community Advisory Committee report and encouraged board members to review that document. There were no questions.

## **5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT**

Chair Allen referred to the Director's Report and encouraged board members to review that document.

Mr. Srikanth said that the Steering Committee acted to approve recommended projects for funding under the Transportation Alternatives Program. He said that the list of six projects from Maryland are on page 10 and 11 of the report. He said the four projects from the District of Columbia are described on page 13.

Mr. Srikanth said that the Steering Committee also acted to approve a WMATA request to amend the TPB's FY 2022 TIP to make revisions to funding in all 13 categories. He said that some members had commented that WMATA's schedule to transition to electric buses would have to be expedited to help the region meet its greenhouse gas reduction goals.

Mr. Letourneau, as a WMATA board member, offered at a future meeting to share his perspective about the agency's strategic plan and work on sustainability and fleet planning.

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## 6. CHAIR'S REMARKS

Chair Allen welcomed new members to the board: Ms. King from the Maryland senate, Ms. Gardner from Frederick County, and Mr. Reid from Virginia. He said that while there were not many items on the agenda, he believes all available time would be needed to cover them.

Chair Allen said that Item 9 would revisit the decision made by the board at the June meeting approving project inputs for regional air quality conformity analysis. He reminded the board that the TPB is currently engaged in an update to the long-range transportation plan for the national capital region. He said that the regional transportation plan essentially reflects transportation plans that detail investments to expand, operate and maintain the transportation system, as decided by the various member agencies. He said that these decisions about the plan should be made in a manner that advances a set of regional priorities that this board has developed over a long period of time, for a sustainable, livable mobility that brings prosperity to all within the region. At the June meeting, the board collectively determined that HOT lanes proposed for portions of I-495 and I-270 did not appear to have broad support, so the board voted not to proceed with the proposal for those projects.

Chair Allen said that there have been two developments since the June meeting. First, several board members have asked to re-examine the decision taken last month. Second, MDOT said that by removing I-495/I-270 HOT lanes project from the plan, MDOT would lose \$1.2 billion in revenues that it had planned to leverage for other projects that were approved by the board in June. As such if the I-495/I-270 HOT lanes project was not added back to the plan restoring the revenues, MDOT would have to remove a few other projects that the board approved last month in order to balance the budget. He said both requests would be considered under Item 9.

Chair Allen said that since the two requests are interdependent, he would begin by first considering the request to reinstate the I-495/I-270 HOT lanes project. Depending on the outcome of that action, he would determine if the board would need to consider removing additional projects from the list it approved last month. Mr. Allen said that he would allocate time to each speaker to discuss Item 9, not to curtail discussion rather to be fair to all and efficient. Describing the process, he said that for Item 9, he would first ask Mr. Srikanth to briefly recap the action that is in front of the board. Then MDOT would be given five minutes to present their case to add the project back. He said that after that he would recognize members for a limited amount time to provide their comments starting with 5 minutes for Montgomery County Executive and then 2 minutes for the remaining members. He said that he was starting with Montgomery County and giving them more time since the county had proposed dropping the HOT lanes project and also he understood that the county had had discussions with MDOT and plans to offer an alternate resolution for us to consider under item 9. He said that if time remains after everyone who wanted to speak did speak, then there could be another round of discussion before taking a weighted vote.

He said that if the project does not get added back, then we will take up the second request and consider removing additional projects from the list the board approved last month. If the project is added back, then no further changes would be needed, and thus the second request would not be considered by the board.

## ACTION ITEMS

### 7. REGIONAL ROADWAY SAFETY PROGRAM APPROVAL

Mr. Schermann referred to his presentation and said he is pleased to share the first set of recommended projects to receive funding from the Regional Roadway Safety Program. He said this program was established and funded by the TPB in 2020. He said the purpose of the program is to “assist TPB member jurisdictions and the region to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users.” He said that the Regional Roadway

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Safety Program provides technical assistance to member jurisdictions and agencies for projects that promote the TPB's roadway safety priorities. He said that funding for these projects ranges from \$30,000 to \$60,000 for planning projects and up to \$80,000 for projects that include preliminary engineering. The application period was open from January to March. During that time, 11 applications were submitted requesting a total of \$700,000 in funding. He described the composition of the selection panel.

Mr. Schermann said that five of the projects were selected for funding. He said that all of these projects address one or more of the TPB's funding priorities and that all of them either directly or indirectly encourage improved roadway use behavior. He said three of the projects are from Maryland and two are from Virginia. More detail on the selected projects can be found in the presentation and materials for this item.

Chair Allen made a motion to approve the Regional Roadway Safety Program technical assistance recipients.

Ms. Russell seconded the motion.

Chair Allen asked when the next round of applications will be submitted. He asked when the projects will be sent back to the TPB for approval.

Mr. Schermann said the next round of applications, for FY 2022, will be in August. He said the projects would be brought back to the board for approval before the end of year.

Chair Allen said that this work is really important and that he is glad to see that so many of the selected projects focus on Equity Emphasis Areas.

Mr. Lewis said that this is a great program and that MDOT looks forward to working with the region as it moves forward.

Mr. Snyder said that daily headlines remind us that motor vehicle-related fatalities and injuries continue to plague this region. He said that the board has taken a series of steps to improve roadway safety in the region and that he looks forward to progress reports on safety in the future.

Mr. Cary said that roadway safety and saving lives is the number one priority for VDOT.

The board approved the Regional Roadway Safety Program technical assistance recipients.

## **8. AMERICAN RESCUE PLAN ACT OF 2021 (ARPA) FUNDING RECOMMENDATIONS AND FY 2021-2024 TIP AMENDMENT TO INCLUDE THE PROJECTS**

Ms. Winchell-Mendy referred to her presentation and said that the American Rescue Plan Act included \$50 million for 5310 Enhanced Mobility projects in the District of Columbia, Maryland, and Virginia. She said the funding does not require a local funding match and is prioritized for operating expenses, payroll, and transportation to vaccination sites. The award can be retroactively dated to January 2020. Eligibility is the same as in previous legislation, so awards will go to existing or recent sub-recipients of Enhanced Mobility for the same project or purpose. The selection committee recommended five of the nine submitted projects for funding. More details on the recommended projects can be found in the materials and presentation for this item.

Chair Allen made a motion to adopt Resolution R1-2022 to approve the supplemental Enhanced Mobility grand funding and to amend the TPB's TIP to include these projects.

Ms. Sebesky seconded the motion.

The board voted unanimously to approve the resolution.

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## **9. AMENDING THE CONFORMITY PROJECTS APPROVED ON JUNE 16, 2021 (RESOLUTION R19-2021) TO RE-ESTABLISH THE FISCAL CONSTRAINT FOR MARYLAND PROJECTS**

Mr. Allen recapped the process he had outlined during his remarks, which he would be using to facilitate discussions under this item. He then asked Mr. Srikanth to provide a quick review of action the board had for consideration. Mr. Srikanth said that there were two parts to this agenda item. Part A was a proposal to add the Maryland I-495/I-270 HOT lanes project – that was removed at the June meeting – to the conformity inputs for analysis. Part B proposed removing a few projects from the conformity inputs and would be dependent on the outcome of Part A. He said he would focus on Part A. He said that the board will be considering a request made by MDOT and at least six other TPB members to amend the list of projects to be included in the air quality conformity analysis that the board approved on June 16. He said that the request was to add the Maryland I-495/I-270 HOT lanes construction project. He said Resolution R2-2022 is what the board will be working with and a number of support documents that had been provided to members. He described additional materials and said that they include summary documents that support the resolution, including a TPB staff memo that provided the background for the action. The materials also included copies of all the letters the TPB received from members and other legislative bodies. He also noted that he had provided members, via an email that morning, a proposed amendment to the staff Resolution R2-2022 that had been provided by Montgomery County. Mr. Srikanth said that if the board did not approve the resolution, then the discussion would move to Part B, for the purpose of considering MDOT's proposal to remove five additional projects from the list that the TPB approved in June. He said if the board were to entertain this request it would issue notice of its intent to remove these projects at this meeting and convene a special board meeting on August 18 to take that action. The reason MDOT has provided for proposing to remove the five projects is that the removal of the Maryland I-495/I-270 HOT lanes project last month from the plan also eliminated the private revenue associated with that project. Some of that private funding was planned to be used to leverage Maryland state funding for other projects. With no additional funding to offset this loss of revenue, the only way to balance the finances would be to remove these five projects.

Mr. Slater provided an overview of MDOT's request to add the project back into conformity inputs. He said that Marylanders were returning to the roadways, approaching pre-pandemic levels, and that traffic volumes on the Capital Beltway at the American Legion Bridge have exceeded pandemic levels for the same week in July. He said traffic data illustrates that I-270 from the split from MD 117 and then on I-495 from the Virginia line to the I-270 West spur is the highest daily traffic in the state. He said to address this issue, the Governor proposed the system of HOT lanes four years ago. He said that the project the TPB has in front of them today is however not the same project that was first proposed. He noted that based on public input and coordination with local partners, the scope of the project had been reduced. He said the project now incentivizes people, not cars. He said that the state has committed to bicycle and pedestrian crossings over the Potomac River. He noted that much of the new added lanes on I-270 will be done by repurposing the pavement between the general-purpose lanes and the collector/distributor (CD) lanes. He said that other accommodations have been made. He said that based on this work, the plan proposed by MDOT is in sync with the TPB's Aspirational Initiative to Expand the Express Highway Network. Similar to Virginia's experience with its HOT lanes, he said that MDOT models show reduction of congestion on I-270 and I-495. He said that the project under discussion the board is regionally focused, it is interconnected, it is multimodal, and it includes a piece of critical infrastructure for the region. He said that from the perspective of a state of good repair, the region's needs are significant. He said that bridges and trails in the region, including the American Legion Bridge, are in need of attention. He said MDOT has a \$4 billion backlog on highway projects and a \$2 billion backlog on transit. He said that this project included \$6 billion in private equity which would offset the \$1.23 billion in public financing needed to maintain a state of good repair without providing congestion relief. He thanked the board for considering this project once again and moved adoption of the resolution by the TPB.

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Chair Allen checked with legal counsel on the process.

Ms. Pandak said that MDOT has decided to proceed with their original resolution. She said the resolution needs to be seconded in order to proceed.

Ms. Russell seconded the motion.

Mr. Elrich from Montgomery County began by offering an amendment to the resolution that had been moved and seconded and said that he hoped it would be accepted as a friendly amendment.

Mr. Lewis and Ms. Russell indicated that each accepted the amendment as friendly.

Mr. Elrich said Montgomery County is going to vote against this project because he believes that nothing has changed since the previous vote. He said that there is broad agreement that the I-270 and I-495 corridors are plagued with problems and that toll financing might be appropriate and tolls might be useful as a demand management strategy. He said that 76 of 78 state legislators have opposed this plan since an evaluation of the state's ability to raise the money needed instead of having the private sector raise the funds. He said he believes the state can borrow money for less than the private sector and the project needs to be delivered as cost-effectively as possible. He said that in the past he advocated for improving the American Legion Bridge. He said he wants to solve three major issues. First, this plan does not require that this project go from the bridge to Frederick. He said that he is negotiating an agreement to have the project go up to Frederick in a uniform piece. Second, he said he is still interested in reversible lanes on I-270 and believes it will work since the state's demand projections are pre-pandemic and he expects there to be less peak period demand post pandemic. Third, the projected tolls are extraordinarily high and would not be affordable to many of the County's residents. He said his preferred solution is putting the bridge back into the plan and giving the state and counties more time to work through the details.

Chair Allen said that board members will be given two minutes each to discuss this item.

Mr. Orlin said he is a long-time board alternate member. He said that the Montgomery County Council supported the revised resolution, with the technical adjustments, proposed by Mr. Elrich. He said it addresses congestion by allowing use of HOT lanes without requiring it. It also allows for a bus rapid transit system to use the HOT lanes and serve locations along I-270 and also into Virginia. He noted that the proposal does include a northern phase that goes from I-370 to Frederick. He drew attention to three conditions included in this amendment. Among these, he said that \$145 million of the money paid by the private contractor would be used for development costs, with \$60 million of that to design either the Corridor Cities transitway or the Maryland 355 bus rapid transit project and another \$300 million to support other transit initiatives in the corridor.

Mr. Harris said that Gaithersburg has no Metrorail stations and that residents rely on highways more than people who live in the core of the region. He said that the additional funding for long-planned transit improvements including the Corridor Cities Transitway and the Route 355 BRT are also important to give residents in Gaithersburg high-quality transit access to the region. He encouraged the board to add the American Legion Bridge and the I-495/I-270 project back into the air quality conformity analysis.

Ms. Newton asked VDOT to confirm that there is an agreement with Transurban whereby Virginia would be penalized if transit was encouraged across the updated American Legion Bridge.

Mr. Cary said that no such agreement is in place.

Ms. Newton asked again if there is no penalty to Virginia for putting transit on the American Legion Bridge or along I-495 and I-95.

Mr. Cary said that there is no agreement about a penalty along I-495. He said he needs to check to be sure there is no agreement that would penalize Virginia for putting transit on I-95.

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Ms. Newton made a motion to table the discussion. She said the reason is that it is unusual to receive a correction via email regarding this item 15 minutes before the start of the meeting. She said the TPB and her colleagues in Rockville were not given adequate time to review the change. She said she agreed with Mr. Harris that transit is needed in this part of the region. She said the plan, as proposed, would not bring transit and was unclear on what toll prices would be.

Chair Allen asked legal counsel about procedure about Ms. Newton's proposal to table the motion.

Ms. Pandak said a second was needed to proceed with Ms. Newton's motion.

Mr. Elrich seconded the motion.

Chair Allen said that a motion has been made and seconded to table the discussion on this item. Underneath that is a motion made by Mr. Elrich to amend the plan. He asked for a vote on the motion to table the discussion.

Ms. Erickson conducted a roll call vote.

Chair Allen clarified that the motion to table the discussion does not necessarily guarantee the discussion would be brought back next month. He said that a motion to table means motion to take it off the table, meaning it is no longer before us and that it does not mean motion to postpone, for example, or motion to a date certain, which would automatically bring it back before us. Ms. Pinto asked whether an approval of the motion to table meant the item could be discussed in the future.

Chair Allen said that was correct.

Mr. Leszcz asked whether approval of the motion to table would mean that the resolution approved in June would stand.

Chair Allen said that was correct.

The following members voted 'yes' to the motion to table the discussion: Mr. Boaf, Mr. Wojahn, Mr. Jordan, Mr. Elrich, Ms. Newton, Ms. Kostiuk, and Mr. Korman.

The following members voted 'no' to the motion to table the discussion: Ms. Pinto, Chair Allen, Ms. Henderson, Mr. Collins, Mr. Gardner, Ms. Russell, Mr. Harris, Mr. Leszcz, Mr. Orlin, Mr. Bellamy, Mr. Taveras, Ms. King, Mr. Lewis, Mr. Aquirre, Mr. Dorsey, Mr. Meyer, Mr. Alcorn, Mr. Walkinshaw, Mr. Snyder, Mr. Shellenberger, Mr. Letourneau, Ms. Umstattd, Ms. Sebesky, Ms. Rishell, Ms. Wheeler, Mr. Belita, Mr. Reid, Mr. Marsden, and Mr. Cary.

The following members abstained in the motion to table: Mr. Trueblood, Ms. Chamberlin, and Mr. Phillips.

Ms. Erickson said 7 members voted to table the discussion, 29 voted against tabling the discussion, and three members abstained.

Chair Allen turned the floor back to Ms. Newton who had 90 seconds left to speak.

Ms. Newton asked to reserve her time for later in this round of discussion.

Mr. Cary said, in response to Ms. Newton's earlier question on penalty for transit expansion of I 95, the current agreement notes that Metrorail cannot be expanded within the right-of-way for the I-95 corridor, but it could be expanded outside the immediate corridor, like the Yellow or Blue line.

Mr. Korman said he had three questions for MDOT. First, he asked if the development rights fee was to repay the transportation trust fund for money already expended, or if the money was available for other projects. Second, he asked what it means "that the bridge will structurally support a future transit line." Third, he asked if the draft CTP coming out in the fall of 2021 will show funding for projects threatened to be defunded.

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Mr. Slater said that the development rights fee would go back into the trust fund to repay the project development activities of this plan. He said a portion of that money would be used to invest in the engineering of the Corridor Cities Transitway. He said that the American Legion Bridge is being planned with adaptive capacity, so that it is capable of being adapted to support the greater weight of a new transit line without expanding the bridge's footprint. He said MDOT is currently evaluating the draft CTP. He said the priorities have not changed and would focus on system preservation.

Mr. Korman urged board members not to change their votes from the previous month.

Mr. Wojahn said that College Park would continue its opposition to this expansion. He said that in the past MDOT made promises that similar expansions would resolve congestion, but those promises did not bear out. He said no information has been presented to show why things are different this time. Last week the College Park City Council voted unanimously to oppose the expansion of I-495 and I-270. He said College Park supports smart growth development and transit alternatives instead of roadway expansion. He said that he will vote no to prevent the projects from being added back into the long-range plan.

Ms. King asked if the project on I-270 stops at the ICC or goes all the way to Frederick. She also asked for clarification on what the toll rates would be.

Mr. Slater said that that the public private partnership includes the stretch from the George Washington Parkway across the American Legion Bridge and up I-270 to Frederick. He said that there were two environmental studies that cover this area. One is the managed lane study that goes to the ICC. The second is a managed lane study that goes to Fredrick. Regarding tolls, he said that the tolling structure is different than what has been used across the country and has a hard cap and a soft cap. He said that in Maryland on Phase I South, the most common trip would be about six miles, between G.W. Parkway and MD 187, while the total distance between G.W. Parkway and I-370 is about 12 miles. He said that the weekday average tolls are projected to be around \$4.42 northbound per trip, and \$3.44 southbound per trip. He noted, for comparison, that in Virginia the average tolls on I-495 and I-95 are around \$5 and \$8 per trip respectively. On I-495, 87 percent of their trips were less than \$12, and 85 percent of their customers spent less than \$20 a month.

Ms. King reserved the remainder of her time.

Ms. Kostiuk said she does not support adding the project back into the long-range plan. She said that the City of Takoma Park believes that the board made the right choice the previous month by voting to remove the project. She said the concerns voiced then remain valid. She said this project moves the region backwards on climate change. She said that there are more visionary alternatives for the Washington region that would fund projects that focus on transit and make it safer and easier to walk and bike around the region.

Mr. Jordan said that the City of Greenbelt's council is unified in opposition to adding these projects back into the plan. He said there is agreement that the American Legion Bridge corridor is a priority for investment. He added that there are significant flaws in the plan as proposed. He said the plan does not address access and equity concerns. He added that residents of Prince George's County would pay more. He said it was problematic to select a vendor prior to completing the environmental impact study. He said there are additional unintended consequences of repurposing HOV lanes for use as toll lanes.

Ms. Gardner asked about the commitment to transit investments that would be appropriately scaled for the Phase I North component of the project. She also said that her vote today represents the majority opinion of the County Council and that she had polled the County Council and there was no split between the Council and the County Executive.

Mr. Slater said that Phase I will have the same appropriate type of transit investment. He said that the Board of Public Works has a condition that the transit investments from toll revenue go directly to impacted jurisdictions. He said this is true in Phase II and that MDOT would work with the County on this.



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Ms. Taveras said the concerns about the project raised are valid. She said her vote would reflect the majority of the council of Prince George's County. She said at the end of the day, the TPB should not be political. Most of the outstanding concerns should be part of the EIS and NEPA processes. She said they should be raised at the Board of Public Works and in the General Assembly. She asked if Maryland would have to wait until 2025 to resubmit the project, if the board voted not to add the projects back into the long-range plan,

Ms. Srikanth said no. He explained that for the projects not currently included in the current plan update, the earliest it could be added back in would be mid-2022. He added it would take an additional nine months to get it approved by the federal agencies. He said that in this scenario, federal approval likely would not come until mid-2023.

Ms. Taveras asked about the robustness of the air quality conformity analysis in that scenario.

Mr. Srikanth said that it would be as robust as it always is.

Mr. Dorsey said that his vote in June to remove the I-495 and I-270 projects from the long-range plan was not intended to inject Arlington County into the decision-making process in Maryland. He said after reviewing the updated resolution, he felt that the improvements clarify a commitment to transit and to engaging with localities for best implementation solutions. He said he would vote to add the project back into the plan and hoped to see Maryland regional consensus.

Mr. Letourneau commended the Chairman for his professionalism in handling what has to be one of the most challenging virtual meetings of the entire pandemic. He said that he would speak to the matter from a regional perspective and noted that Virginia had set a path years ago on HOT lanes. He said HOT lanes have their pros and cons, but they have contributed to economic growth and moving more people. Virginia also demonstrated the ability to fund transit with toll revenue. He said Maryland is now making a similar commitment. He said that there are no questions that climate change is going to require a full series of solutions. He said this is the epitome of a regional project and that removing it from the plan hurts the region.

Mr. Cary said that Virginia residents, businesses, and commuters have seen benefits of tolled express lanes. He said the I-95 Express Lanes move twice as many people per lane compared to general purpose lanes. The reason is that bus trips and carpool trips via the express lanes have grown considerably. He noted that since 2015, bus trips on the I-95 express lanes have increased 150 percent. Beltway carpooling has increased 550 percent between the express lanes' opening and early 2020, and that transit trips on the Virginia express lanes remove more than 112 million passenger miles each year and prevent the release of more than 6,000 metric tons of greenhouse gas emissions annually. He said that if the I-495/I-270 project is added back to the plan, Maryland would see similar benefits. He said Virginia's experience with express lanes can be instructive. He said that with a million more people expected to move to the region in the next 20 years, this project is vital for the region's mobility.

Ms. Rishell said that she does not believe this is a political vote and that this is a vote that asks the board to act as a regional body and consider what is best for the entire region. She said Manassas Park supports the resolution.

Mr. Marsden said that the region needs to move as one for its shared economic future. He said that our economic future depends on good transportation. He said the express lanes are the pathway to commuter transit via buses across the bridge which would unite the region. He said that we should bring a way for us to connect with each other to bring Bethesda and Tyson's Corner into a region where people have transportation opportunities to work in one place and live in another. He said that the future is now and we have to act. He urged the board to vote to add the project back into the plan.

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Mr. Snyder said that this is the type of debate that the TPB was created for. He thanked the board for the rich discussion. He said that from the Virginia perspective there are a number of transit projects that run along I-495 that will run into a wall of gridlock on the American Legion Bridge unless action is taken. From that perspective it is critical that major action be taken. He said that the June vote to remove these projects set the region in a direction to meet effective climate change goals for transportation. He said that regional climate change goals should be considered when approving any new projects. He said it is important to make these projects cost-effective.

Chair Allen said there would not be time for a second round of discussion. He turned to members who reserved their time.

Ms. Newton agreed with Mr. Snyder that this is an important discussion. She said it is a shame that this has become a political issue. She said that the TPB sets goals for air quality, transit, and equity. She said the message has been to think regionally and act locally. She urged members of the board to think regionally. She said the project is not ready for approval. She said that MDOT has not addressed the cost of tolls at rush hour, or quotes from VDOT about the potential implications of new transit reducing toll revenue. She said she asked the discussion to be tabled so that the board has an opportunity to dig into the new proposals from MDOT and the Montgomery County amendment.

Ms. King said her goal is to move people via as many modes as possible. She supports moving ahead with this project.

Chair Allen said he appreciated everyone's comments. He said that should this resolution pass today he would thank MDOT and some of the jurisdictions in Maryland that worked to put forward what is a revised resolution. He said that the purpose of this discussion has been whether to add two projects into the region's long-range transportation plan, Visualize 2045. He said that when he visualizes 25 years into the future, he is concerned about how additional lanes for cars will induce demand, create more congestion, and result in increased emissions.

He also said that he hears his colleagues in outer jurisdictions talk about what their connections can be and should be for the entire region. He noted that overall, he believes that this has been a very healthy and good debate.

He said he would not support this resolution because there would be an opportunity to review these projects more thoroughly and add them back into the plan with changes as early as September 2022.

Mr. Elrich offered an amendment adding language to the resolution that said: "MDOT will initiate NEPA evaluation of I-270 between I-370 and I-270 within six-months of this resolution and will reconstruct I-270 as one consolidated project."

Chair Allen asked MDOT if they would accept that as a friendly amendment.

Mr. Slater said that NEPA is already initiated, so he does not anticipate a challenge on that request. However, there are economic implications to continuous construction that have not been worked through.

Mr. Lewis said that MDOT does not accept this as a friendly amendment.

Chair Allen determined that the amendment was out of order because it was not shared in writing and that there is not time to fully understand the implications. He called for a weighted vote.

Ms. Erickson said the resolution up for vote as edited this morning to clarify the difference between the Phase I and Phase II projects. She said those edits were supported by Montgomery County and MDOT. She said a 'yes' vote approves Resolution R2-2022 as amended. 'No' would be a vote not to approve.

Mr. Srikanth asked Ms. Erickson to describe what happens, under TPB rules, to votes to abstain in the case of a weighted vote.

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Ms. Erickson said that every vote counts in a weighted vote. A vote to abstain means that the weight gets redistributed.

Mr. Trueblood requested that the District be called upon last.

Chair Allen agreed.

The following members voted 'yes' to approve Resolution R2-2022: Mr. Collins, Ms. Gardner, Ms. Russell, Mr. Harris, Mr. Leszcz, Mr. Orlin, Mr. Bellamy, Ms. Taveras. Ms. King, Mr. Lewis, Mr. Aguirre, Mr. Dorsey. Mr. Meyer. Mr. Alcorn, Mr. Walkinshaw, Mr. Snyder, Mr. Shellenberger, Mr. Letourneau, Ms. Umstatted, Ms. Sebesky, Ms. Rishell, Ms. Wheeler, Mr. Belita, Mr. Reid, Mr. Marsden, Mr. Cary, Mr. Trueblood, and Ms. Chamberlin.

The following members voted 'no' to not approve the resolution: Mr. Boafo, Mr. Wojahn, Mr. Jordan, Mr. Elrich, Ms. Newton, Ms. Kostiuk, Mr. Korman, Ms. Pinto, Chair Allen, and Ms. Henderson.

While waiting for the votes to be tabulated and confirmed, Mr. Srikanth announced that within an hour of the meeting adjourning members would be sent a certified resolution with all the updates and changes.

Chair Allen said the time showed it was already after 2:00 p.m. In the event that the resolution passes, the meeting will end, If the resolution does not pass, there will be a brief notice of an August meeting.

A member said they heard Greenbelt vote twice.

Ms. Erickson said that no votes were counted twice. She said that 28 people voted for the motion, and 10 voted against it. She said the weighted vote was 10.6 for approval and 4.3 against.

The board approved Resolution R2-2022 to add the Maryland I-495/ I-270 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Chair Allen said that with the approval of the amendment, Part B of the agenda would no longer be needed. No special meeting was scheduled for August.

## **OTHER ITEMS**

### **10. ADJOURN**

Chair Allen asked about the date for the next board meeting.

Mr. Srikanth said that next board meeting would be scheduled for September 22. He said that the meeting will occur on the fourth Wednesday of that month.

The meeting adjourned at 2:12 p.m.

## Meeting Highlights TPB Technical Committee – September 10, 2021

The Technical Committee met on Friday, September 10, 2021. Meeting materials can be found here: [mwcog.org/events/2021/09/10/tpb-technical-committee/](http://mwcog.org/events/2021/09/10/tpb-technical-committee/)

The following items were reviewed for inclusion on the TPB's September agenda.

### **TPB AGENDA ITEM 7 – REGIONAL CAR FREE DAY 2021 PROCLAMATION**

The committee was briefed on Regional Car Free Day 2021, an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool. Regional Car Free Day will be held on September 22.

### **TPB AGENDA ITEM 8 – TRANSIT WITHIN REACH**

The committee was briefed on the projects recommended to receive technical assistance as part of the Transit Within Reach Program, which has a goal of improving access to transit for all users. The board will be asked to approve applications recommended for FY 2022 funding.

### **TPB AGENDA ITEM 9 – COG BOARD RETREAT**

The committee was briefed on the COG Leadership Retreat that took place in July 2021. Participants discussed ways to prioritize High-Capacity Transit Station Areas and Equity Emphasis Areas throughout the region. The COG Board will consider resolutions at their October meeting to adopt regional and local mechanisms for optimizing land-use around these areas throughout all of COG's planning.

### **TPB AGENDA ITEM 10 – TPB CLIMATE CHANGE MITIGATION STUDY**

The committee was briefed on the TPB Climate Change Mitigation Study of 2021, a 12-month scenario study. The goal of the study is to identify potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas reduction goals. The consultant shared a literature review in June and a technical memo in August. The study is expected to be completed in December. The Technical Committee had a robust discussion on what policies would be most effective versus most realistic to achieve and administer.

The following items were presented for information and discussion:

### **CONNECTED AND AUTOMATED VEHICLES – UPDATE ON RECENT ACTIIVITIES AND REVIEW OF DRAFT REGIONAL PRINCIPLES**

The committee was briefed on the current draft set of regional connected and automated vehicles principles. The principles will be taken to the TPB for review and approval in fall 2021. The principles will also be included in the 2022 update to Visualize 2045.

### **STATE OF PUBLIC TRANSPORTATION REPORT**

The committee was briefed on the 2020 annual State of Public Transportation report. The purpose of the report is to provide an overview of the state of public transportation in the National Capital Region.

### **A RECENT PROFILE OF MOTOR VEHICLE CHARACTERISTICS IN METROPOLITAN WASHINGTON – ANALYSIS OF 2020 VEHICLE REGISTRATION DATA**

The committee was briefed on the composition of the vehicle fleet in metropolitan Washington based on the 2020 Vehicle Registration Data. The data are used to create inputs to the mobile emissions modeling process and will be applied to the air-quality conformity analysis of the 2022 update to Visualize 2045.

## **OTHER BUSINESS**

- COG hybrid/in-person meeting status report
- COG-wide printing policy reminder (minimal amount of copies will be available at meetings)
- Joint MWAQC/CEEPC/TPB comment letter on revised 2024 and later model year light-duty vehicle greenhouse gas emissions standards (Steering Committee approved this letter)
- Resiliency Study Update
- Visualize 2045- request for photos
- Voices of the Region - Aspiration to Implementation update
- Regional Roadway Safety Program - application period
- Materials from the Organizational Awareness and Understanding of Scenario Planning Project
- CEEPC meeting focus on electrification of light-duty vehicles and buses
- HCT map status update info

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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

September 22, 2021

*Elisa Walton, CAC Chair*

The Community Advisory Committee (CAC) to the TPB met on Thursday, September 16 for an online-only meeting.

### **CAC BUSINESS – FALL 2021**

The committee discussed two topics to help plan for the remainder of 2021.

First, the committee talked about comfort with returning for in-person meetings. Several committee members expressed eagerness to return for in-person meetings, though not all members currently feel comfortable for in-person meetings. There was a common desire that plans to return to in-person meetings prioritize safety for members and staff. One member suggested that meeting in the board room would allow more space for the group to spread out. Another member suggested that online-only meetings provide members more flexibility, while others suggested occasional in-person meetings alternating with online meetings.

Second, the committee shared ideas for topics the committee would like to discuss at future meetings. These topics include funding infrastructure maintenance and improvements and how members can identify priorities for new transportation spending; project development prior to the TPB approval process; getting the region ready for new transportation technology; viability of new types of transit and the expansion of public transit; and the ability of the region's electric grid to support more electric transportation.

### **REGIONAL ROADWAY SAFETY PROGRAM – UPDATE**

Jon Schermann, TPB Transportation Planner, briefed the committee on projects selected for technical assistance for the Regional Roadway Safety Program. The committee also learned about the next round of projects and other safety activities.

The committee asked about placing speed cameras in school zones in Virginia and mentioned cameras on school bus stop signs in Manassas. The committee was also curious about why there were no applications from the District of Columbia. One member of the committee offered to help encourage the District to submit applications during future rounds, and the committee encourages all member jurisdictions to consider what projects they could submit for funding,

There was also a discussion of how certain safety projects could make differences in community safety, including a question about the safety benefit of raised crosswalks. Mr. Schermann said that raised crosswalks are effective safety countermeasures. Mr. Swanson encouraged the committee member to reach out to DDOT about other tactical options.

### **TRANSIT WITHIN REACH PROGRAM – UPDATE**

John Swanson, TPB Transportation Planner, briefed the committee on projects selected to receive Transit Within Reach technical assistance.

The committee showed excitement for the program and project selections, especially the projects in Prince George's County and the City of Manassas. One member expressed concerns with maintenance for these transit access projects once they are built.

## OTHER BUSINESS

- Elisa Walton, CAC chair, briefed the committee on the July 2021 TPB meeting.
- Bryan Hayes, TPB Transportation Planner, walked the committee through the September TPB agenda.
- Antonio Castañeda, TPB Transportation Planner, briefed the committee on the 2020 annual State of Public Transportation Report.

## ATTENDEES

<b>Members</b>	
Elisa Walton, CAC chair	Ra Amin
Ashley Hutson	Robert Jackson
Dan Papiernik	Solomon Haile
Jeff Jamawat	Tracy Duvall
Lorena Rios	Delia Houseal
Michael Artson	Emmet Tydings
<b>Guests</b>	
Bong Delrosario	Bill Pugh
<i>Two unnamed participants called into the meeting</i>	
<b>Staff</b>	
Bryan Hayes	Andy Meese
John Swanson	Antonio Castañeda
Lyn Erickson	Jon Schermann
	Janie Nham



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** September 16, 2021

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**SUBJECT:** Steering Committee Actions  
**FROM:** Kanti Srikanth, TPB Staff Director  
**DATE:** September 16, 2021

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At its meeting on September 10, the TPB Steering Committee reviewed and approved a joint letter from the TPB, MWAQC, and CEEPC providing comments to the U.S. Environmental Protection Agency (EPA) on its proposal to revise greenhouse gas (GHG) emissions standards for light-duty vehicles manufactured beginning in 2023. Comments are due to the EPA by September 27, 2021. The MWAQC Executive Committee approved a draft of the letter on September 8, and CEEPC is expected to sign off later this month. The draft of the letter approved by the Steering Committee included additional language focusing on equity, offered and included as a “friendly amendment.” The added text cited the *Metropolitan Washington 2030 Climate and Energy Action Plan*, regarding disproportionately negative impacts of ambient air pollution and climate-change-related health impacts experienced by underserved communities.

The committee reviewed and approved resolution TPB SR4-2022 that designated an additional 2.6 miles of Critical Urban Freight Corridor (CUFC) segments to the Northern Virginia portion of the National Capital Region. This action increases the total length of CUFC segments in Northern Virginia from 17.9 miles to 20.5 miles. The designation of CUFC status allows additional funding from the National Highway Freight Program (NHFP) to be programmed on projects on these facilities.

The Steering Committee also approved resolution TPB SR5-2022 to amend the FY 2021-2024 Transportation Improvement Program (TIP) to update project and funding information for 20 projects, as requested by the District Department of Transportation (DDOT). The amendment changed funding for nine existing projects and added 11 new projects to the TIP. Approximately \$56 million in funding was added from traditional Federal Highway Administration (FHWA) sources (Surface Transportation Block Grant, National Highway Performance Program, and the National Highway Freight Program) and matching funds from the District, as well as \$75 million in funds provided to the District of Columbia through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021. While the District’s funding from ARPA is new, the remainder of the funding for these projects had previously been included in the financial analysis of Visualize 2045. All 20 projects are exempt from the air quality conformity requirement, as defined in the EPA’s Transportation Conformity Regulations.

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 briefing and the TPB’s review, without objection, shall constitute the final approval of any actions approved by the Steering Committee.

#### Attachments

- Draft joint comment letter from TPB, MWAQC, and CEEPC to the U.S. EPA
- Approved resolution SR4-2022 to designate 2.6 miles of additional Critical Urban Freight Corridors in the Virginia portion of the National Capital Region
- Approved resolution SR5-2022 to amend the FY 2021-2024 TIP to include funding updates for 20 projects, as requested by DDOT

#### **TPB Steering Committee Attendance – September 10, 2021** (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/MD rep.:	Pamela Sebesky
TPB Vice Chair/VA rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner and Regina Moore
WMATA:	Mark Phillips
Technical Committee Chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



September 10, 2021

Administrator Michael S. Regan  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, D.C. 20460

Re: Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to offer our support for the proposed rule to revise existing national greenhouse gas (GHG) emissions standards for passenger cars and light trucks through Model Year (MY) 2026. We support your efforts to revise these standards to be more stringent than the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule standards, and the proposed rule aligns with our 2021 Legislative Priorities.<sup>1</sup>

MWAQC is the air quality planning commission for the National Capital region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing GHG emissions.

In a letter dated October 17, 2018, MWAQC, CEEPC, and the TPB provided comment on the proposed SAFE Vehicles Rule for Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for MY 2021-2026 passenger cars and light trucks.<sup>2</sup> Our committees strongly opposed the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks and urged the EPA to maintain more stringent tailpipe carbon dioxide emissions standards for these vehicles as prescribed in the October 15, 2012 "Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards."

<sup>1</sup> "COG Legislative Priorities," Metropolitan Washington Council of Governments, January 13, 2021, <https://www.mwcog.org/documents/2021/01/13/cog-legislative-priorities-legislative-priorities/>.

<sup>2</sup> Hans Riemer, Mary Lehman, and Charles Allen to Andrew Wheeler and Elaine Chao, "Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018-0283," Letter, October 17, 2018.

The EPA's current proposal to strengthen federal GHG emissions standards for passenger cars and light trucks by setting stringent requirements for reductions through MY 2026 would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program will achieve significant GHG emissions reductions and will result in substantial public health and welfare benefits, while providing consumers with savings from lower fuel costs. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards 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. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 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. 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.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of seven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. In the short term, strengthening the national GHG emissions standards for passenger cars and light trucks will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS. However, in the long term, strengthening these standards will reduce NOx and PM2.5 emissions as shown by EPA's forecasts in Table 44 and Table 45 of the Federal Register Notice.

Strengthening the GHG emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their GHG emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

In 2008, the *National Capital Region Climate Change Report* established regional climate goals to reduce GHG emissions by 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. In October 2020, the COG Board of Directors adopted new 2030 climate goals to supplement the previous goals, including a goal to reduce GHG emissions by 50% below 2005 levels by 2030.

Administrator Michael S. Regan  
September 10, 2021

Emissions from the transportation sector are one of the major contributors of GHGs in the region. As such, MWAQC, CEEPC, and the TPB believe that revising the GHG emissions standards for passenger cars and light duty vehicles through model year 2026 to be more stringent than the SAFE Vehicles Rule is appropriate, feasible, and needed in order for the region to achieve its greenhouse gas reduction goals. Additionally, the program's inclusion of flexibilities to incentivize the production and sale of vehicles with zero and near-zero emissions technology would support COG's policy priorities to meet the region's climate goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 34% and 38% of the region's GHG and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional GHG and NOx emissions reductions since these programs provide benefits across the marketplace. The federal government's leadership in delivering effective regulatory limits on GHG emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to strengthen national GHG emissions standards for passenger cars and light trucks through MY 2026.

Thank you for the opportunity to provide comments on the proposed rule to revise existing National GHG Emissions Standards for Passenger Cars and Light Trucks through MY 2026.

Please contact Tim Masters, COG Environmental Planner, at 202 962 3245 or [tmasters@mwkog.org](mailto:tmasters@mwkog.org) if you have any questions. Thank you for your consideration.

Sincerely,

Robert Day  
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Deni Taveras  
Chair, Climate Energy and Environment Policy Committee (CEEPC)

Charles Allen  
Chair, National Capital Region Transportation Planning Board (TPB)

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

**RESOLUTION TO DESIGNATE CRITICAL URBAN FREIGHT CORRIDORS  
IN THE NATIONAL CAPITAL REGION PLANNING AREA**

**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 provisions of the FAST Act enable the designation of Critical Urban Freight Corridors as part of the National Highway Freight Network; and

**WHEREAS**, provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as Critical Urban Freight Corridors in consultation with the State(s); and

**WHEREAS**, Critical Urban Freight Corridors are important complements to the Primary Highway Freight System designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities including planning, engineering, and construction; and

**WHEREAS**, the TPB adopted Resolution R6-2018 on November 17, 2017 designating Critical Urban Freight Corridors Maryland, District of Columbia, and Virginia portions of the National Capital Region; and

**WHEREAS**, TPB staff are updating the mileage for Critical Urban Freight Corridor CUFC VA.01 from the previously designated 10.5 miles to the correct figure of 9.7 miles, freeing up 0.8 CUFC miles for use on other Northern Virginia roadways; and

**WHEREAS**, the Virginia Office of Intermodal Planning and Investment (OIPI) has allocated an additional 2.6 roadway miles of Critical Urban Freight Corridors to the Northern Virginia portion of the National Capital Region; and

**WHEREAS**, TPB staff has collaborated with officials the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment to identify additional miles of Critical Urban Freight Corridors in Northern Virginia that meet the criteria for designation as set forth under provisions of the FAST Act; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board approves the designation of the Virginia public roads listed in the attached tables as Critical Urban Freight Corridors, as described in the attached materials.

**Approved by the TPB Steering Committee at its virtual meeting on September 10, 2021.**

**Table : Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
CUFC VA.05	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State



## MEMORANDUM

**TO:** Transportation Planning Board Steering Committee  
**FROM:** Jon Schermann, TPB Transportation Planner  
**SUBJECT:** Critical Urban Freight Corridor Designation update for Northern Virginia  
**DATE:** September 2, 2021

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This memorandum describes the proposed addition of 2.6 miles of Critical Urban Freight Corridor (CUFC) segments to the Northern Virginia portion of National Capital Region. This will increase the total length of CUFC segments in Northern Virginia from 17.9 miles to 20.5 miles. The Transportation Planning Board (TPB) Steering Committee will be requested to take action to designate the updated Northern Virginia CUFC segments during the September 10, 2021 meeting.

## BACKGROUND

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFP provides Federal funding eligibility for a wide range of activities including planning, engineering, and construction on the NHFN.

The NHFN consists of four components:

- Primary Highway Freight System (PHFS);
- The portions of the Interstate System not on the PHFS;
- Critical Rural Freight Corridors (CRFC); and
- Critical Urban Freight Corridors (CUFC).

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) may be designated by either State Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act requires DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1 (next page).



**Table 1: Role in Designating CUFCs and CRFCs**

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs

After December 4, 2017, designated and approved CUFCs and CRFCs became part of the National Highway Freight Network (NHFN) and thereby become eligible for National Highway Freight Program (NHFP) funding.<sup>1</sup> Table 2 below provides a rough estimate of the NHFP funding available statewide for each of our member states. The remainder of this memorandum will focus exclusively on Critical Urban Freight Corridors (CUFC).

**Table 2: Estimate of NHFP Funding by State (statewide)**

State	NHFP Funds
District of Columbia	approximately \$6 million / year
Maryland	approximately \$20 million / year
Virginia	approximately \$25 million / year

## REQUIREMENTS FOR DESIGNATION OF CRITICAL URBAN FREIGHT CORRIDORS

To be designated as a Critical Urban Freight Corridor, a candidate public roadway must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

<sup>1</sup> Provided the State has an approved, FAST-Act compliant State Freight Plan.

Two caveats should be noted regarding CUFCs. First, they comprise a funding network – they do not have to be contiguous, in fact there are not enough CUFC miles allotted in the FAST Act to allow for a contiguous functional network. Second, CUFCs can be redesignated as needed. The proposed action can be categorized as a redesignation.

### MILEAGE LIMITATIONS

For each state, according to the FAST Act, a maximum of 75 miles of highway or 10% of the PHFS mileage in the state, whichever is greater, may be designated as a CUFC. Table 3 shows the relevant mileage limitations for Maryland, Virginia, and the District of Columbia.

**Table 3: Critical Urban Freight Corridor Mileage**

State	CUFC Miles: Total	CUFC Miles: National Capital Region <sup>1</sup>	Updated CUFC Miles: National Capital Region
Maryland	75.00	25.0	25.0
District of Columbia	75.00	75.0	75.0
<b>Virginia</b>	<b>83.35</b>	<b>17.8</b>	<b>20.5<sup>2</sup></b>

Note 1: Designated by the TPB via Resolution R6-2018 on November 15, 2017

Note 2: Updated Virginia CUFC mileage with proposed 2.6-mile addition

### VIRGINIA CRITICAL URBAN FREIGHT CORRIDORS – PROPOSED UPDATES

The proposed change adds a 3.4-mile segment of US 29 between I-66 and the edge of the urbanized area boundary located 500 ft. east of Tysons Oaks Ct. in Prince William County as a CUFC. The 3.4 miles needed for this comes from two sources: first, the Virginia Office of Intermodal Planning and Investment (OIP) has provided an additional 2.6 roadway miles of Critical Urban Freight Corridors for the TPB to designate; second, by correcting the mileage listed for one of the CUFC segments identified in Resolution R6-2018, an additional 0.8 miles is available for redesignation.

The Virginia Public Roads listed in Table 4 (below) were designated as CUFCs in TPB Resolution R6-2018 adopted on November 15, 2017.

**Table 4: Virginia Critical Urban Freight Corridors Designated in TPB Resolution R6-2017**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	10.5	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

Table 5 (below) and Figure 2 (next page) shows the Northern Virginia CUFCs that will be in effect if Resolution SR4-2022 is adopted.

**Table 5: Virginia Critical Urban Freight Corridors As Designated in TPB Resolution SR4-2022**

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7 <sup>1</sup>	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
<b>CUFC VA.05<sup>2</sup></b>	<b>US 29</b>	<b>500 ft. east of Tysons Oaks Ct.</b>	<b>I-66</b>	<b>3.4</b>	<b>J, K</b>

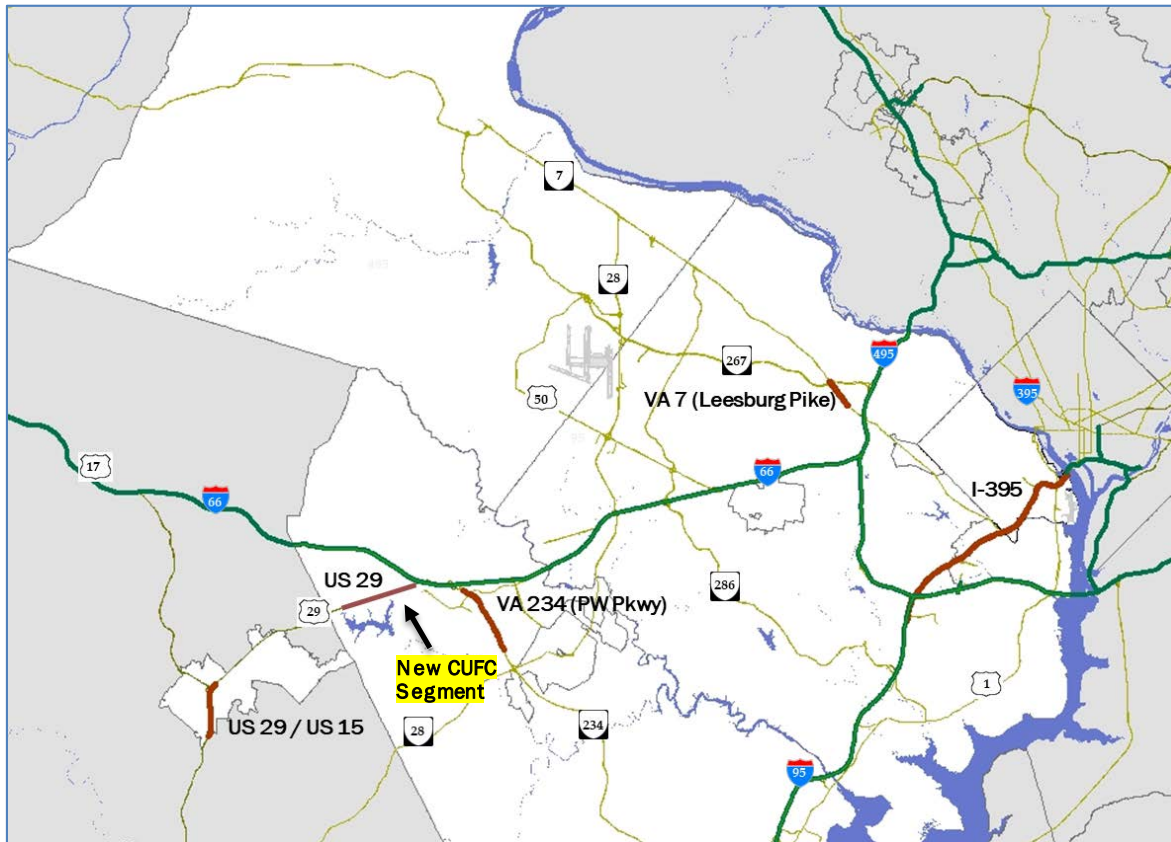
Note (1): The actual distance of this segment is 9.7 miles, not 10.5 miles as noted in Resolution R6-2017

Note (2): CUFC VA.05 is added to the list of Northern Virginia CUFCs with Resolution SR4-2022.

\* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State

**Figure 2: CUFCs (Red) and Other NHFN-Designated Roadways (Green) in the Virginia Portion of the National Capital Region**



## RATIONALE

TPB staff coordinated with the Virginia Office of Intermodal Planning and Investment (OIP) to identify the 3.4-mile segment of US 29 to add to the Northern Virginia list of CUFC segments. The selection of this portion of US 29 supports the desire of Virginia OIP to organize CUFC and CRFC (Critical Rural Freight Corridors) segments along Corridors of Statewide Significance. In addition, this segment of US 29 is part of the Regionally Significant Freight Network defined in the National Capital Region Freight Plan<sup>2</sup> and meets the requirements for designation as described in the FAST Act.

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<sup>2</sup> The National Capital Region Freight Plan was adopted by the TPB in July 2016.

## NEXT STEPS

- Following the TPB Steering Committee's action and after the TPB meeting on September 22, the resolution updating the designation of Northern Virginia CUFCs will be submitted to the FHWA with copies to the Virginia Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Transportation (VDOT).

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO UPDATE PROJECT AND FUNDING INFORMATION  
FOR 20 PROJECTS IN THE DISTRICT OF COLUMBIA'S SECTION OF THE TIP,  
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 August 30, 2021, DDOT has requested an amendment to the FY 2021-2024 TIP to update project and funding information for 20 projects to include \$131 million in additional funding: \$30 million from federal sources – Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP), and National Highway Freight Program (NHFP); \$26 million in federal matching funds from the District, and \$75 million provided to the District through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021 (both shown as District Funding), as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to update project and funding information for 20 projects to include \$131 million in additional funding: \$30 million from federal sources – STBG, NHPP, and NHFP; \$26 million in federal matching funds from the District; and \$75 million from District ARPA funds, as described in the attached materials.

**Adopted by the TPB Steering Committee at its virtual meeting on September 10, 2021.**

# Government of the District of Columbia

## Department of Transportation



### **d. Office of the Director**

August 30, 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 20 projects as detailed below. Projects that are receiving funding through the American Rescue Plan Act of 2021 (ARPA), which was signed into law on March 11, 2021, are noted as such.

- 1. 9th Street Bicycle Lane (TIP ID: TBD)**
  - a. Add new project
  - b. Increase State or District ARPA funding for PE by \$217,000 in FY 22
  - c. Increase State or District ARPA funding for Construction by \$2,441,000 in FY 23
- 2. Active Transportation Equipment (TIP ID: TBD)**
  - a. Add new project
  - b. Increase State or District ARPA funding for other by \$300,000 in FY 22
  - c. Increase State or District ARPA funding for other by \$300,000 in FY 23
  - d. Increase State or District ARPA funding for other by \$300,000 in FY 24
- 3. Anacostia Metro Ped/Bike Bridge (TIP ID: TBD)**
  - a. Add new project
  - b. Increase State or District ARPA funding for PE by \$2,500,000 in FY 22
  - c. Increase State or District ARPA funding for Construction by \$18,000,000 in FY 23
- 4. Anacostia Park Trail Connector (TIP ID: 3508)**
  - a. Increase State or District ARPA funding for PE by \$570,000 in FY 22
  - b. Increase State or District funding for Construction by \$1,139,000 in FY 24
- 5. Bicycle and Pedestrian Safety (TIP ID: TBD)**
  - a. Add new project

# Government of the District of Columbia

## Department of Transportation



- b. Increase State or District ARPA funding for Construction by \$2,391,000 in FY 22
  - c. Increase State or District ARPA funding for Construction by \$1,711,000 in FY 23
  - d. Increase State or District ARPA funding for Construction by \$3,608,000 in FY 24
  - e. Increase State or District funding for Construction by \$3,094,000 in FY 22
  - f. Increase State or District funding for Construction by \$2,838,000 in FY 23
- 6. Bladensburg Road Multimodal Safety and Access (TIP ID: 6675)**
- a. Increase STBG funding for PE by \$582,029.87 in FY21
- 7. Capital Bikeshare Expansion (TIP ID: TBD)**
- a. Add new project
  - b. Increase State or District ARPA funding for Construction by \$4,637,000 in FY 22
  - c. Increase State or District ARPA funding for Construction by \$2,637,000 in FY 23
  - d. Increase State or District ARPA funding for Construction by \$2,637,000 in FY 24
  - e. Increase State or District funding for Construction by \$2,170,000 in FY 22
  - f. Increase State or District funding for Construction by \$2,170,000 in FY 23
  - g. Increase State or District funding for Construction by \$2,170,000 in FY 24
- 8. Fort Davis Dr and Texas Ave SE Trail (TIP ID: TBD)**
- a. Add new project
  - b. Increase State or District ARPA funding for PE by \$586,000 in FY 23
  - c. Increase State or District funding for Construction by \$1,042,000 in FY 24
- 9. I-66 Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp (TIP ID: 6804)**
- a. Increase NHPP funding for PE by \$2,983,750 in FY 22
- 10. Innovative Freight Delivery Practices, Research & Analysis (TIP ID: 5922)**
- a. Add subproject e. Innovative Freight Delivery Practices, Research & Analysis
  - b. Increase NHFP funding for PE by \$162,750 in FY 22
  - c. Increase NHFP funding for PE by \$162,750 in FY 23
  - d. Increase NHFP funding for PE by \$162,750 in FY 24
- 11. Kennedy St from 16th St to Georgia Ave NW Reconstruction (TIP ID: 6501)**
- a. Decrease STBG funding for Construction by \$687,680 in FY 22
  - b. Increase STBG funding for Construction by \$14,973,000 in FY 23
  - c. Increase STBG funding for Construction by \$976,500 in FY 24
- 12. New York Avenue Streetscape and Trail (TIP ID: 6230)**
- a. Decrease STBG funding for ROW by \$700,000 in FY21
  - b. Increase STBG funding for ROW by \$700,000 in FY 22
  - c. Increase State or District funding for Construction by \$17,142,000 in FY23



# Government of the District of Columbia

## Department of Transportation



### **13. North Capitol Street Streetscape/Deckover (TIP ID: TBD)**

- a. Add new project
- b. Increase State or District ARPA funding for Study by \$1,000,000 in FY 22

### **14. Oxon Run Trail Restoration (TIP ID: 2780)**

- a. Increase State or District ARPA funding for PE by \$597,000 in FY 23
- b. Increase State or District funding for PE by \$597,000 in FY 24

### **15. Southern Ave from South Capitol to Barnaby Rd SE (TIP ID: 5353)**

- a. Increase State or District ARPA funding for Construction by \$9,000,000 in FY 22

### **16. Arizona Avenue to Capital Crescent Trail (TIP ID: TBD)**

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$515,000 in FY 22
- c. Increase State or District funding for Construction by \$2,745,000 in FY 24

### **17. Metropolitan Branch Trail from Blair Rd. to Piney Branch Rd. (TIP ID: 3228)**

- a. Rename subproject a. Blair Rd. to Piney Branch Rd.
- b. Increase State or District funding for PE by \$1,077,000 in FY 22
- c. Increase State or District funding for Construction by \$4,744,930 in FY 23
- d. Increase State or District ARPA funding for Construction by \$789,070 in FY 23

### **18. Trails - Suitland Parkway Trail (TIP ID: TBD)**

- a. Add new project
- b. Increase State or District ARPA funding for PE by \$825,000 in FY 22
- c. Increase State or District ARPA funding for Construction by \$5,534,000 in FY 23

### **19. Transit Hubs (TIP ID: TBD)**

- a. Add new project
- b. Increase State or District ARPA funding for Study by \$350,000 in FY 22

### **20. Vision Zero Safety Improvements (TIP ID: TBD)**

- a. Add new project
- b. Increase State or District funding for Construction by \$4,088,250 in FY 22
- c. Increase State or District funding for Construction by \$1,900,250 in FY 23
- d. Increase State or District funding for Construction by \$1,786,000 in FY 24
- e. Increase State or District ARPA funding for Construction by \$1,055,000 in FY 24

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 identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its September 10<sup>th</sup> meeting.

# Government of the District of Columbia

## Department of Transportation



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](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads 'Saesha Carlile'.

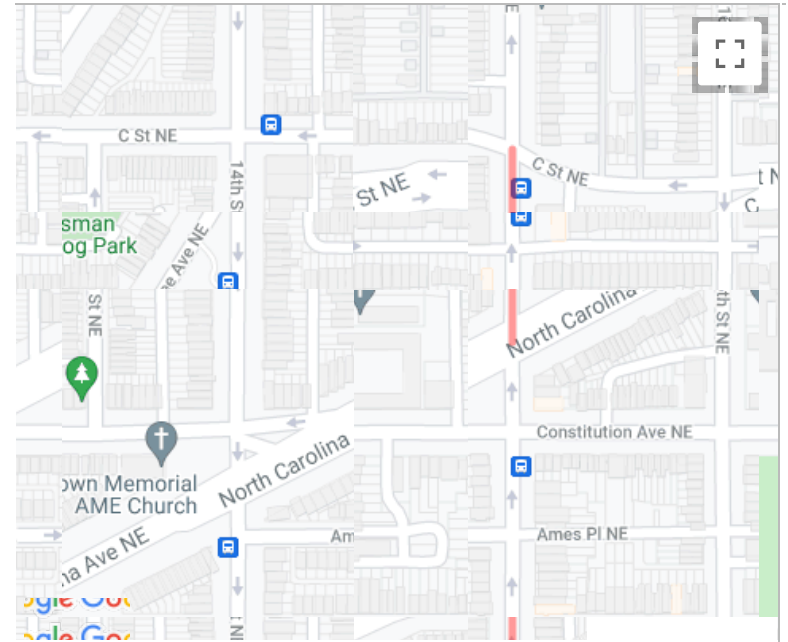
Saesha Carlile  
Chief Administrative Officer

**National Capital Region Transportation Planning Board  
 FY 2021-2024 Transportation Improvement Program  
 FOR THE DISTRICT OF COLUMBIA  
 TIP Action 21-32: Formal Amendment**

<i>TIP ID</i>	11557	<i>Agency Project ID</i>	<i>Total Cost</i>	\$2,658,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	<i>County</i>	
<i>Project Type</i>	Bike/Ped	<i>Completion Date</i>	<i>TCM</i>	
<i>Project Name</i>	9th Street Bicycle Lane			
<i>Project Limits</i>	9th Street NW from V street NW to Pennsylvania Avenue NW (1.6 mile)			

*Description* The 9th Street NW Protected Bike Lane will provide a 1.6 mile long safe, continuous, separated bicycle facility from Pennsylvania Avenue on the south to Florida Avenue/U Street on the north, connecting fast-growing neighborhoods in mid-city with the downtown core. The design locates a two-way protected bike lane on the east side of the roadway. The parking lane remains and is located adjacent to the protected bike lane. Traffic calming and pedestrian safety improvements are also components of the project.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$217,000	-	-	-	\$217,000
	<i>Total Preliminary Engineering</i>	-	-	\$217,000	-	-	-	\$217,000
CON	STATE	-	-	-	\$2,441,000	-	-	\$2,441,000
	<i>Total Construction</i>	-	-	-	\$2,441,000	-	-	\$2,441,000
	<b><i>Total Programmed</i></b>	-	-	<b>\$217,000</b>	<b>\$2,441,000</b>	-	-	<b>\$2,658,000</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
			Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

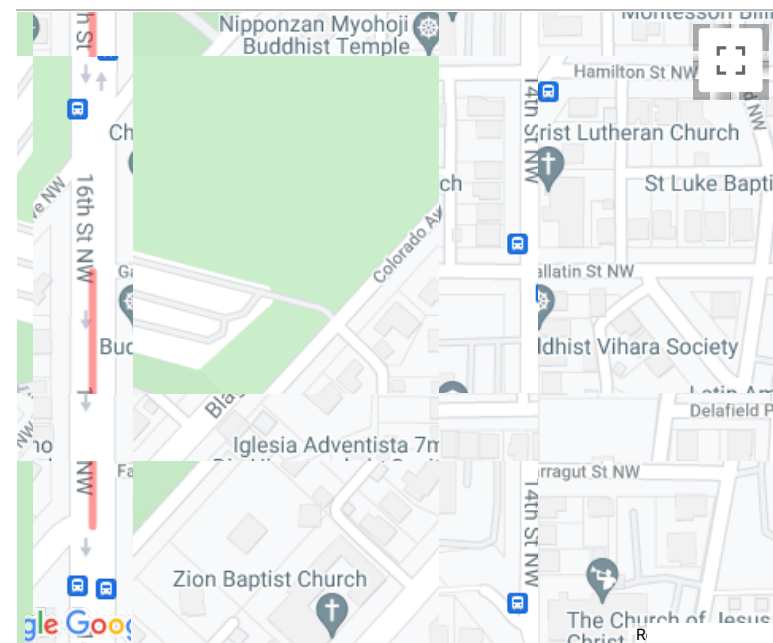
TIP ID 11558  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Active Transportation Equipment  
 Project Limits Various Locations

Agency Project ID  
 Municipality District of Columbia  
 Completion Date

Total Cost \$900,000  
 County Washington  
 TCM

Description This funding will be used to plan, procure, install, and operate safe and secure bicycle storage units in residential neighborhoods. Due to the increase in cycling with the pandemic and rapid installation of protected bicycle infrastructure, safe, secure, and convenient bicycle storage is needed in neighborhoods with older housing stock that do not or cannot provide on-site storage of bicycles

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER STATE		-	-	\$300,000	\$300,000	\$300,000	-	\$900,000
<i>Total Other</i>		-	-	\$300,000	\$300,000	\$300,000	-	\$900,000
<b>Total Programmed</b>		-	-	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	-	<b>\$900,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

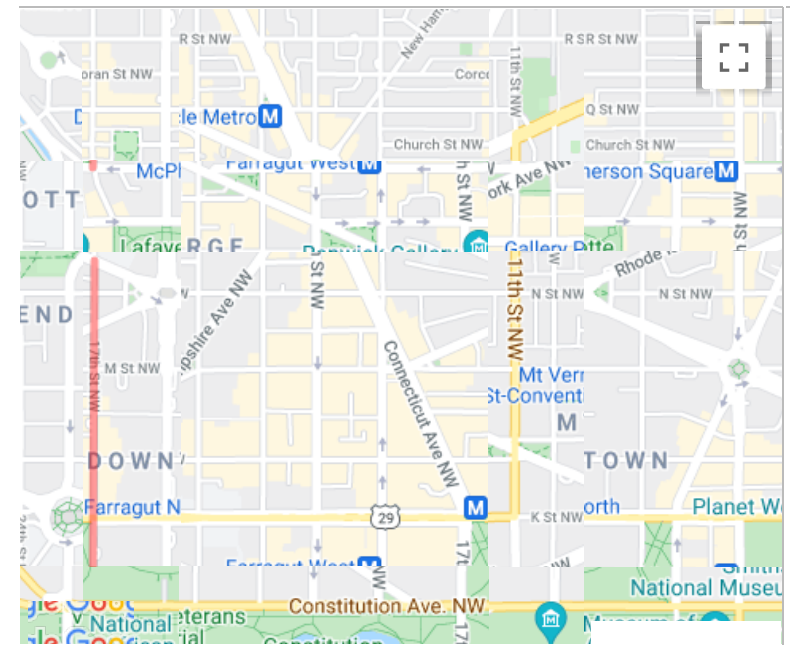
TIP ID 11559  
 Lead Agency DDOT  
 Project Type Anacostia Metro Ped/Bike Bridge  
 Project Limits Bridge

Agency Project ID  
 Municipality  
 Completion Date

Total Cost \$20,500,000  
 County  
 TCM

Description This project will design and construct a new pedestrian-bicycle bridge over Suitland Parkway between the Barry Farm development and the Anacostia Metro Station that will provide safe and convenient access to a major transit hub in the area.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$2,500,000	-	-	-	\$2,500,000
	Total Preliminary Engineering	-	-	\$2,500,000	-	-	-	\$2,500,000
CON	STATE	-	-	-	\$18,000,000	-	-	\$18,000,000
	Total Construction	-	-	-	\$18,000,000	-	-	\$18,000,000
	<b>Total Programmed</b>	-	-	<b>\$2,500,000</b>	<b>\$18,000,000</b>	-	-	<b>\$20,500,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

TIP ID 11560  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Capital Bikeshare Expansion  
 Project Limits Various Locations

Agency Project ID  
 Municipality  
 Completion Date

Total Cost \$16,421,000  
 County  
 TCM

Description To meet the goals for Capital Bikeshare established in MoveDC, this project will procure, plan, and install stations such that 90% of District residents are within 1/4 mile of Capital Bikeshare station. The scope of the project is citywide and will include installation of approximately 80 new Capital Bikeshare stations. At the same time Bikeshare stations that have reached the end of their useful life will be replaced to maintain State of Good Repair.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000
	Total Construction	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000
	Total Programmed	-	-	\$6,807,000	\$4,807,000	\$4,807,000	-	\$16,421,000



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

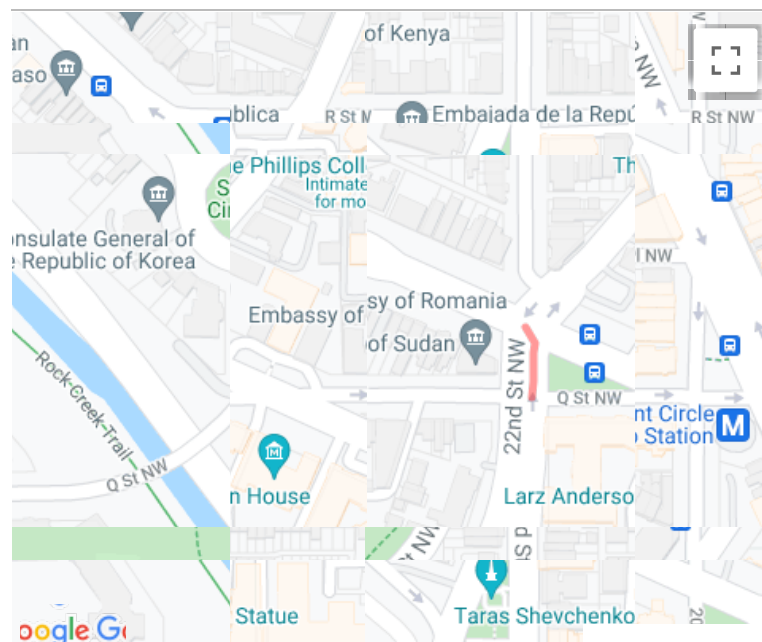
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11561 Agency Project ID  
 Lead Agency DDOT Municipality  
 Project Type Bike/Ped Completion Date  
 Project Name Fort Davis Dr and Texas Ave SE Trail  
 Project Limits Fort Davis Drive SE from Pennsylvania Avenue to East Capitol Street (2 mile)

Total Cost \$1,628,000  
 County  
 TCM

Description This project will develop a multi-use trail along Fort Davis Drive SE, an NPS roadway within the Fort Circle Parks network, which does not have bicycle or pedestrian accommodations, and continue the trail or cycletrack along Texas Ave SE to the Benning Road Metro station. This will be a 2 mile long trail facility (1.21 miles on NPS land, .79 miles on DDOT ROW)

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	-	\$586,000	-	-	\$586,000
	<i>Total</i>				\$586,000			\$586,000
	<i>Preliminary Engineering</i>				\$586,000			\$586,000
CON	STATE	-	-	-	-	\$1,042,000	-	\$1,042,000
	<i>Total</i>					\$1,042,000		\$1,042,000
	<i>Construction</i>					\$1,042,000		\$1,042,000
	<b>Total Programmed</b>				<b>\$586,000</b>	<b>\$1,042,000</b>		<b>\$1,628,000</b>



### Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

### Current Change Reason

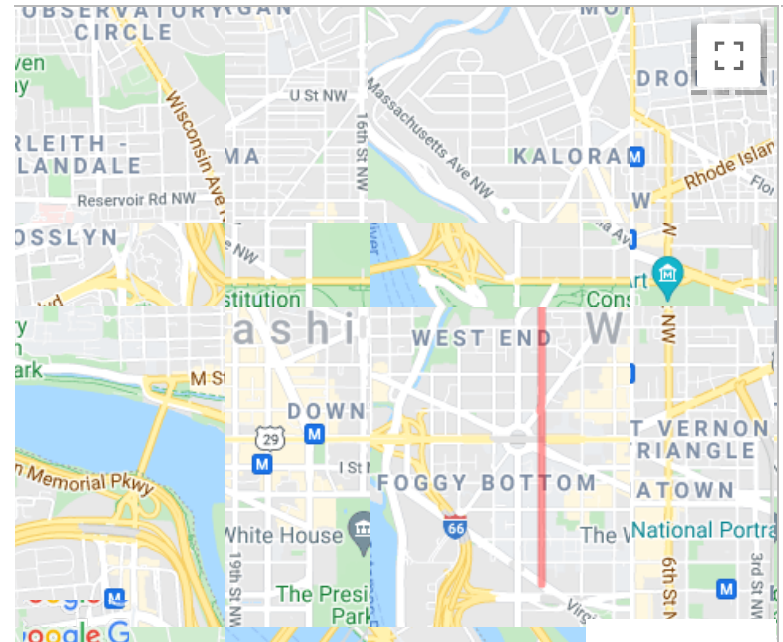
SCHEDULE / FUNDING / SCOPE - New project

TIP ID 11562 Agency Project ID  
 Lead Agency DDOT Municipality  
 Project Type Completion Date  
 Project Name North Capitol Street Streetscape/Deckover  
 Project Limits North Capitol Street from Bryant Street to T Street (.5 mile)

Total Cost \$1,000,000  
 County  
 TCM

Description This project is established to conduct a feasibility study and engineering alternatives for a potential deckover project on North Capitol Street that would extend from T Street to Bryant Street. .

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
STUDY STATE		-	-	\$1,000,000	-	-	-	\$1,000,000
Total STUDY		-	-	\$1,000,000	-	-	-	\$1,000,000
Total Programmed		-	-	\$1,000,000	-	-	-	\$1,000,000



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

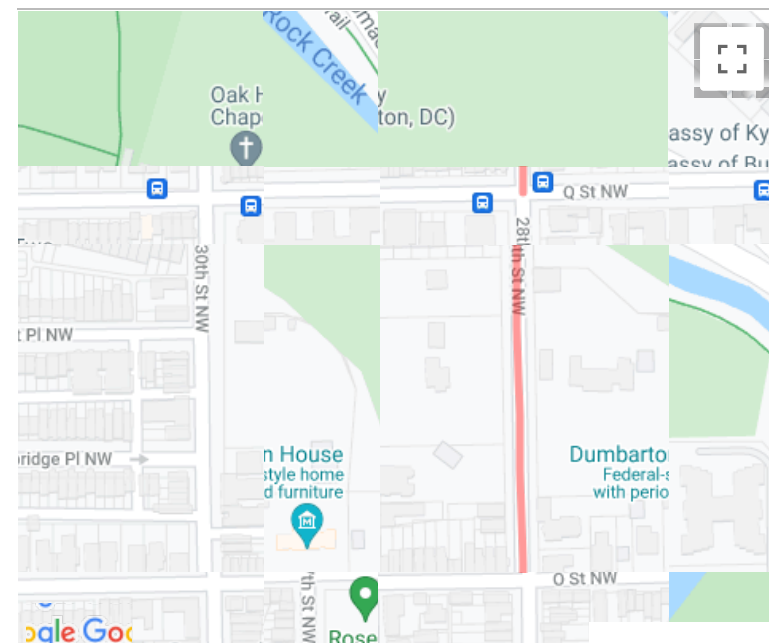


TIP ID 11563 Agency Project ID  
 Lead Agency DDOT Municipality  
 Project Type Bike/Ped Completion Date  
 Project Name Arizona Avenue to Capital Crescent Trail  
 Project Limits Arizona Avenue Trail Connector from Arizona Avenue to Capitol Crescent Trail (.05 mile)

Total Cost \$3,260,000  
 County  
 TCM

Description This project designs and constructs a short, shared use path (approximately 500 linear feet) that would connect Arizona Ave. NW and the Palisades neighborhood to the regional Capital Crescent Trail. The trail will run adjacent to Arizona Avenue, NW from approximately the intersection of Arizona Avenue and Carolina Place NW connecting to the Capital Crescent Trail.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$515,000	-	-	-	\$515,000
	<i>Total</i>			\$515,000				\$515,000
	<i>Preliminary Engineering</i>	-	-	\$515,000	-	-	-	\$515,000
CON	STATE	-	-	-	-	\$2,745,000	-	\$2,745,000
	<i>Total</i>					\$2,745,000		\$2,745,000
	<i>Construction</i>	-	-	-	-	\$2,745,000	-	\$2,745,000
	<b>Total Programmed</b>	-	-	<b>\$515,000</b>	-	<b>\$2,745,000</b>	-	<b>\$3,260,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

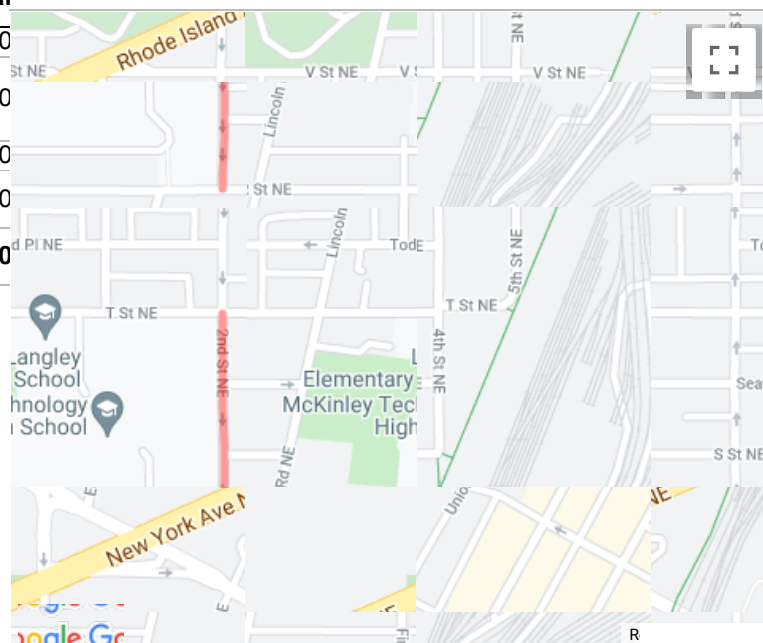
TIP ID 11564  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Suitland Parkway Trail  
 Project Limits Suitland Parkway Trail from Sheridan Road to MD Line (1.75 mile)

Agency Project ID  
 Municipality  
 Completion Date

Total Cost \$6,359,000  
 County  
 TCM

Description This project will handle the design and construction for a rehabilitation of the Suitland Parkway Trail from Sheridan Rd SE the DC/MD line.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$825,000	-	-	-	\$825,000
	Total Preliminary Engineering	-	-	\$825,000	-	-	-	\$825,000
CON	STATE	-	-	-	\$5,534,000	-	-	\$5,534,000
	Total Construction	-	-	-	\$5,534,000	-	-	\$5,534,000
	<b>Total Programmed</b>	-	-	<b>\$825,000</b>	<b>\$5,534,000</b>	-	-	<b>\$6,359,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

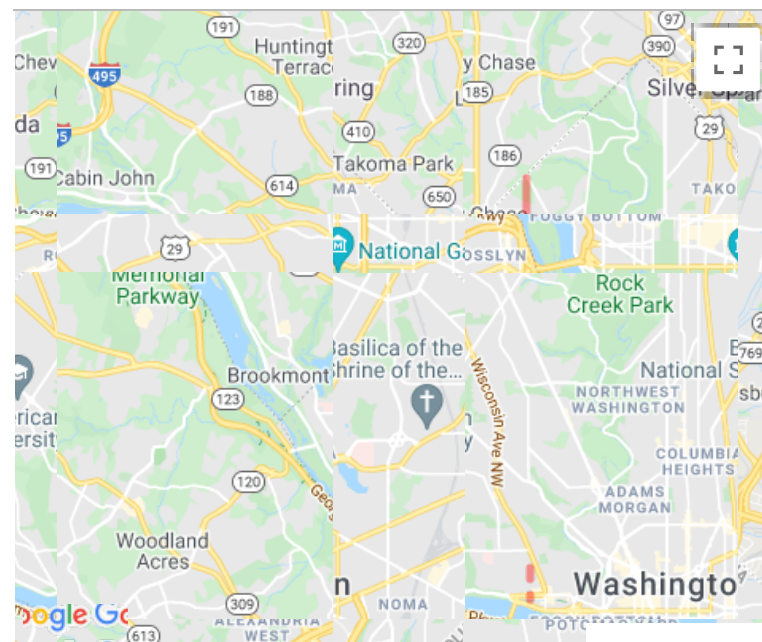
**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

TIP ID	11565	Agency Project ID	Total Cost	\$350,000
Lead Agency	DDOT	Municipality	County	
Project Type	Bike/Ped	Completion Date	TCM	
Project Name	Transit Hubs			
Project Limits	Various Locations			

*Description* This project will study Ward 7 & Ward 8 transit hubs offering last mile connection via DC Connect, Capital Bikeshare, micromobility, rideshare, and taxis. The funds will develop two transit hub locations in Wards 7 and 8, expanding connections to and from the hubs, and other metro and bus stations by safe walkways. Hubs will be multi-modal centers of transportation, creating service points for last-mile connections by bus, DC Neighborhood Connect, capital bike share, scooters, mopeds, ride hailing and taxi services.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
STUDY STATE		-	-	\$350,000	-	-	-	\$350,000
<i>Total STUDY</i>		-	-	\$350,000	-	-	-	\$350,000
<b>Total Programmed</b>		-	-	<b>\$350,000</b>	-	-	-	<b>\$350,000</b>



**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

TIP ID 11566  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Vision Zero Safety Improvements  
 Project Limits Various Locations

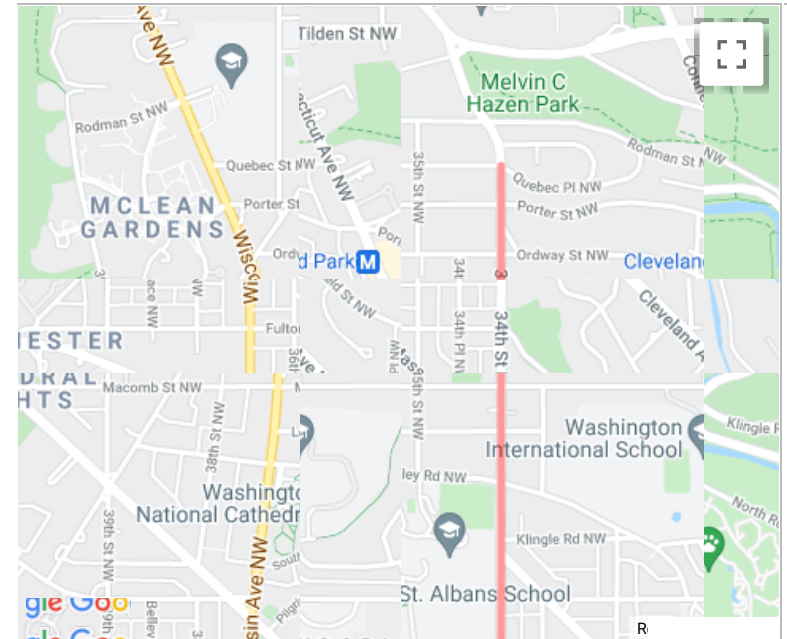
Agency Project ID  
 Municipality  
 Completion Date

Total Cost \$8,829,500  
 County  
 TCM

*Description*

The scope of this project is to design and construct small to medium scale safety improvements on roadways and intersections with safety issues that are generated out of Vision Zero, Livability, Pedestrian/Bike and other Transportation Safety studies. Specific examples include but not limited to dual-turn mitigations, left-turn traffic calming, protected bike lanes, and intersection spot improvements as identified in various Livability and Safety studies.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$4,088,250	\$1,900,250	\$2,841,000	-	\$8,829,500
	<i>Total Construction</i>	-	-	\$4,088,250	\$1,900,250	\$2,841,000	-	\$8,829,500
	<b><i>Total Programmed</i></b>	-	-	<b>\$4,088,250</b>	<b>\$1,900,250</b>	<b>\$2,841,000</b>	-	<b>\$8,829,500</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment	2021-2024	09/10/2021	Pending	Pending
				N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

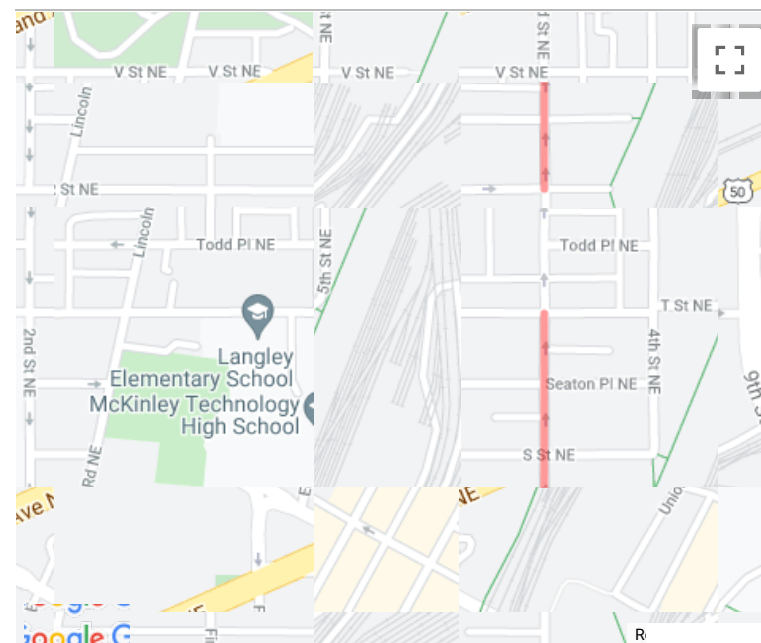
TIP ID 11567  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Bicycle and Pedestrian Safety  
 Project Limits Various Locations

Agency Project ID  
 Municipality  
 Completion Date

Total Cost \$14,488,000  
 County  
 TCM

Description The Bicycle and Pedestrian Safety project supports the design and construction of protected bicycle lanes throughout the District and is key to achieving the goal of installing 10 miles of protected bike lanes each year through 2027, a priority for the Mayor and Council.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000
	Total Construction	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000
	Total Programmed	-	-	\$6,331,000	\$4,549,000	\$3,608,000	-	\$14,488,000



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New project

TIP ID 2780  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Oxon Run Trail Restoration  
 Project Limits Oxen run trail from Southern Ave/Mississippi Ave SE to South Capitol St SE (2.5 mile)

Agency Project ID AF089A  
 Municipality District of Columbia  
 Completion Date

Total Cost \$12,500,000  
 County  
 TCM

Description This project is to complete the next phase of the Oxon Run Trail from 13th St SE to Southern Ave SE; and from South Capitol St SE to the Maryland Line.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	CMAQ	-	-	\$400,000	-	-	-	\$400,000
PE	STATE	-	-	\$100,000	\$597,000	\$597,000	-	\$1,294,000
<i>Total Preliminary Engineering</i>		-	-	\$500,000	\$597,000	\$597,000	-	\$1,694,000
<b>Total Programmed</b>		-	-	<b>\$500,000</b>	<b>\$597,000</b>	<b>\$597,000</b>	-	<b>\$1,694,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

**Funding Change(s):**

Total project cost increased from \$500,000 to \$1,694,000

TIP ID 3228  
 Lead Agency DDOT  
 Project Type Bike/Ped  
 Project Name Metropolitan Branch Trail  
 Project Limits Metropolitan Branch Trail from Union Station to District Boundary

Agency Project ID AF073A, ZU024A  
 Municipality District of Columbia  
 Completion Date

Total Cost \$35,000,000  
 County  
 TCM

Description The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. Blair Rd to Piney Branch Rd.
- b. L & M St.
- c. Ft. Totten to Takoma
- d. Manor Park Re-Alignment
- e. Brookland to Fort Totten

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	\$900,000	\$1,077,000	-	-	-	\$1,977,000
PE	STBG	-	\$600,000	-	-	-	-	\$600,000
<i>Total Preliminary Engineering</i>		-	\$1,500,000	\$1,077,000	-	-	-	\$2,577,000
ROW	STATE	-	\$700,000	-	-	-	-	\$700,000
<i>Total Right of Way</i>		-	\$700,000	-	-	-	-	\$700,000
CON	CMAQ	-	-	\$13,600,000	-	-	-	\$13,600,000
CON	STATE	-	\$340,000	\$4,170,000	\$5,534,000	-	-	\$10,044,000
CON	STBG	-	\$1,360,000	\$3,080,000	-	-	-	\$4,440,000
<i>Total Construction</i>		-	\$1,700,000	\$20,850,000	\$5,534,000	-	-	\$28,084,000
<b>Total Programmed</b>		-	<b>\$3,900,000</b>	<b>\$21,927,000</b>	<b>\$5,534,000</b>	-	-	<b>\$31,361,000</b>



TIP Document

Version History

	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$24,750,000 to \$31,361,000

<i>TIP ID</i>	3508	<i>Agency Project ID</i>	AW016, AW017, AW022A, AW024A, AW026A	<i>Total Cost</i>	\$24,000,000
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	
<i>Project Type</i>	Road - Other Improvement	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Anacostia Riverwalk Trail				
<i>Project Limits</i>	Anacostia Riverwalk Trail from South to North				

*Description* The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including bicyclist, inline skaters, pedestrians, persons with disabilities, and others.

- a. Anacostia Park Trail Connector
- b. Buzzard Point and Virginia Ave. Connections
- c. Kenilworth Garden Trails
- d. Kenilworth Parkside to Maryland Ave.
- e. ART - Kenilworth Park South Section

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	FLAP	-	\$400,000	-	-	-	-	\$400,000
PE	STATE	-	\$400,000	\$570,000	-	-	-	\$970,000
	<i>Total Preliminary Engineering</i>	-	\$800,000	\$570,000	-	-	-	\$1,370,000
CON	STATE	-	-	-	-	\$1,139,000	-	\$1,139,000
	<i>Total Construction</i>	-	-	-	-	\$1,139,000	-	\$1,139,000
	<b><i>Total Programmed</i></b>	-	<b>\$800,000</b>	<b>\$570,000</b>	-	<b>\$1,139,000</b>	-	<b>\$2,509,000</b>

### 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
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	<i>Pending</i>	<i>Pending</i>	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

### Funding Change(s):

Total project cost increased from \$800,000 to \$2,509,000



TIP ID 5353 Agency Project ID ED028A  
 Lead Agency DDOT Municipality District of Columbia  
 Project Type Bridge - Rehab Completion Date 2028  
 Project Name Southern Ave SE Improvements  
 Project Limits Southern Ave SE from South Capitol St SE to 23rd St SE

Total Cost \$32,350,000  
 County  
 TCM

Description The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	-	-	\$240,000	-	\$240,000
PE	STBG	-	-	-	-	\$960,000	-	\$960,000
<i>Total Preliminary Engineering</i>		-	-	-	-	\$1,200,000	-	\$1,200,000
CON	STATE	-	\$10,000,000	\$9,000,000	-	-	-	\$19,000,000
<i>Total Construction</i>		-	\$10,000,000	\$9,000,000	-	-	-	\$19,000,000
<b>Total Programmed</b>		-	<b>\$10,000,000</b>	<b>\$9,000,000</b>	-	<b>\$1,200,000</b>	-	<b>\$20,200,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

**Funding Change(s):**

Total project cost increased from \$11,200,000 to \$20,200,000

<i>TIP ID</i>	5922	<i>Agency Project ID</i>	AF081A	<i>Total Cost</i>	\$2,668,250
<i>Lead Agency</i>	DDOT	<i>Municipality</i>	District of Columbia	<i>County</i>	Washington
<i>Project Type</i>	Study/Planning/Research	<i>Completion Date</i>		<i>TCM</i>	
<i>Project Name</i>	Freight Planning Program				
<i>Project Limits</i>					

Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation.

- Description*
- a. Commercial Loading Zone Enforcement Support
  - b. Delivery Demand Management Program
  - c. Positive Truck Route Signage
  - d. State Freight Plan Update
  - e. Innovative Freight Delivery Practices, Research & Analysis

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	\$96,000	-	-	-	-	\$96,000
PE	NHFP	-	\$384,000	\$130,200	\$130,200	\$130,200	-	\$774,600
PE	STATE	-	-	\$32,550	\$32,550	\$32,550	-	\$97,650
	<i>Total Preliminary Engineering</i>	-	\$480,000	\$162,750	\$162,750	\$162,750	-	\$968,250
CON	NHPP	-	-	-	-	-	\$732,818	\$732,818
CON	STATE	-	-	-	-	-	\$183,204	\$183,204
	<i>Total Construction</i>	-	-	-	-	-	\$916,022	\$916,022
STUDY	LOCAL	-	-	-	\$40,000	\$40,000	-	\$80,000
STUDY	NHFP	-	\$307,182	-	\$160,000	\$160,000	-	\$627,182
STUDY	STATE	-	\$76,796	-	-	-	-	\$76,796
	<i>Total STUDY</i>	-	\$383,978	-	\$200,000	\$200,000	-	\$783,978
	<b><i>Total Programmed</i></b>	-	<b>\$863,978</b>	<b>\$162,750</b>	<b>\$362,750</b>	<b>\$362,750</b>	<b>\$916,022</b>	<b>\$2,668,250</b>

**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
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-30 Amendment 2021-2024	08/13/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	<i>Pending</i>	<i>Pending</i>	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s), Scope Change(s)

**Funding Change(s):**

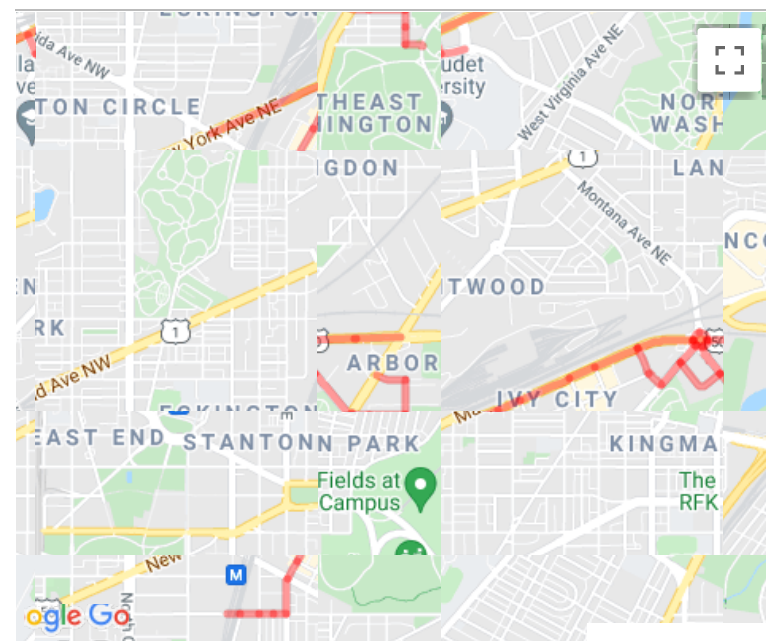
Total project cost increased from \$2,180,000 to \$2,668,250

TIP ID 6230 Agency Project ID ZU010A  
 Lead Agency DDOT Municipality District of Columbia  
 Project Type Bike/Ped Completion Date  
 Project Name New York Ave NE Improvements  
 Project Limits New York Ave NE from Florida Ave NE to Bladensburg Rd NE

Total Cost \$31,950,000  
 County  
 TCM

Description Improvements to New York Ave NE including: a. New York Ave at Bladensburg Rd NE Sign Structure Replacement b. New York Ave NE Streetscape and Trail

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	-	\$250,000	-	-	-	\$250,000
PE	STBG	-	-	\$1,000,000	-	-	-	\$1,000,000
<i>Total Preliminary Engineering</i>		-	-	\$1,250,000	-	-	-	\$1,250,000
ROW	LOCAL	-	-	\$140,000	-	-	-	\$140,000
ROW	STBG	-	-	\$560,000	-	-	-	\$560,000
<i>Total Right of Way</i>		-	-	\$700,000	-	-	-	\$700,000
CON	STATE	-	-	-	\$3,428,400	-	-	\$3,428,400
CON	STBG	-	-	-	\$13,713,600	-	-	\$13,713,600
<i>Total Construction</i>		-	-	-	\$17,142,000	-	-	\$17,142,000
<b>Total Programmed</b>		-	-	<b>\$1,950,000</b>	<b>\$17,142,000</b>	-	-	<b>\$19,092,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

**Funding Change(s):**

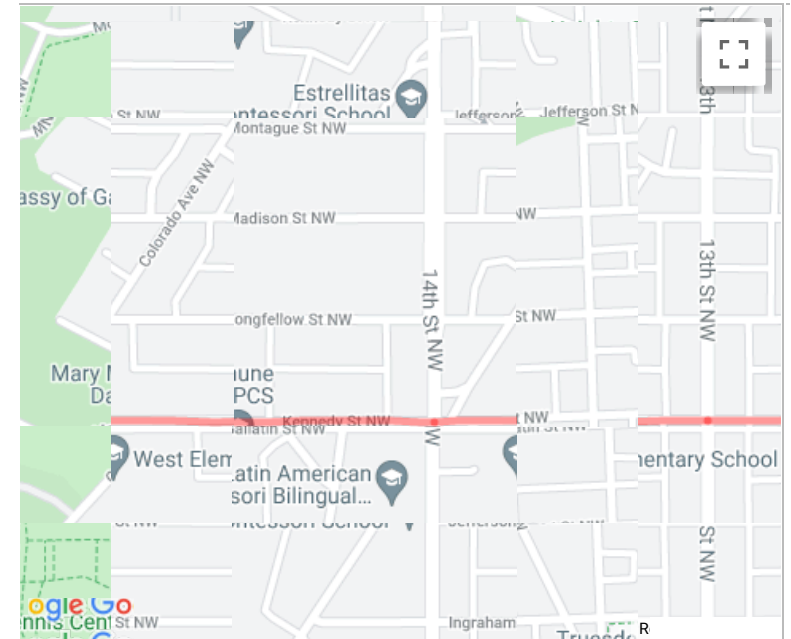
Total project cost increased from \$1,950,000 to \$19,092,000

TIP ID 6501 Agency Project ID  
 Lead Agency DDOT Municipality  
 Project Type Road - Recons/Rehab/Maintenance Completion Date  
 Project Name Kennedy St from 16th St to Georgia Ave NW Reconstruction  
 Project Limits

Total Cost \$26,261,820  
 County Washington  
 TCM

**Description** This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	\$62,464	-	-	-	-	\$62,464
PE	STBG	-	\$249,856	-	-	-	-	\$249,856
<b>Total Preliminary Engineering</b>		-	\$312,320	-	-	-	-	\$312,320
CON	STATE	-	-	\$2,000,000	\$2,994,600	\$195,300	-	\$5,189,900
CON	STBG	-	-	\$8,000,000	\$11,978,400	\$781,200	-	\$20,759,600
<b>Total Construction</b>		-	-	\$10,000,000	\$14,973,000	\$976,500	-	\$25,949,500
<b>Total Programmed</b>		-	\$312,320	\$10,000,000	\$14,973,000	\$976,500	-	\$26,261,820



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
20-01 Amendment 2020-2023	Pending	N/A	N/A	N/A
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A	N/A
21-16 Amendment 2021-2024	01/22/2021	N/A	N/A	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

**Funding Change(s):**

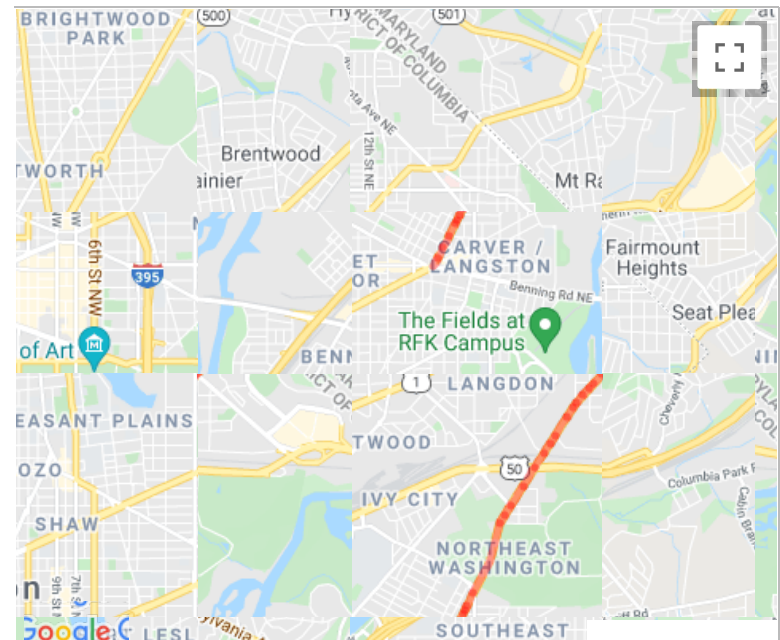
Total project cost increased from \$11,000,000 to \$26,261,820

TIP ID 6675 Agency Project ID  
 Lead Agency DDOT Municipality District of Columbia  
 Project Type Completion Date  
 Project Name Bladensburg Road Multimodal Safety and Access  
 Project Limits

Total Cost \$1,082,031  
 County  
 TCM

Description Improved multimodal safety and access on Bladensburg Road between Benning Road and Eastern Avenue.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	\$85,000	\$98,946	-	-	-	-	\$183,946
PE	STBG	\$415,000	\$483,085	-	-	-	-	\$898,085
<i>Total Preliminary Engineering</i>		\$500,000	\$582,031	-	-	-	-	\$1,082,031
<b>Total Programmed</b>		<b>\$500,000</b>	<b>\$582,031</b>	-	-	-	-	<b>\$1,082,031</b>



### Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	10/01/2020	05/27/2020	05/27/2020
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

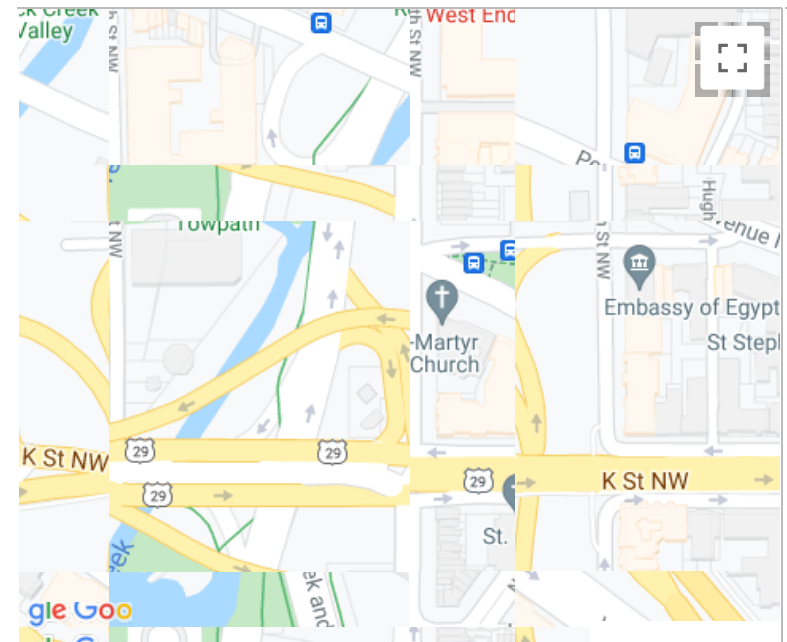
### Funding Change(s):

Total project cost increased from \$500,000 to \$1,082,031

TIP ID	6804	Agency Project ID		Total Cost	\$4,483,750
Lead Agency	DDOT	Municipality	District of Columbia	County	
Project Type	Bridge - Rehab	Completion Date		TCM	
Project Name	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp				
Project Limits	I 66 Bridge 1303, 1304				

*Description* In conjunction with the Asset Management Division recommendation, it is apparent that to maintain the structural integrity and reduce further damage from the continued deterioration and aging of the I-66 Ramp to the Whitehurst Freeway and the K Street NW Bridge over Ramp to the Whitehurst Freeway, repair and restoration of the bridge substructures and superstructure is required. (Bridge #1303 and Bridge # 1304) The primary goal of the project is to perform repairs and rehabilitation of all deficient bridge components to extend the service life of the structure.

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	\$300,000	-	-	-	-	\$300,000
PE	NHPP	-	\$1,200,000	-	-	-	-	\$1,200,000
	<i>Total Preliminary Engineering</i>	-	\$1,500,000	-	-	-	-	\$1,500,000
CON	NHPP	-	-	\$2,983,750	-	-	-	\$2,983,750
	<i>Total Construction</i>	-	-	\$2,983,750	-	-	-	\$2,983,750
	<b><i>Total Programmed</i></b>	-	<b>\$1,500,000</b>	<b>\$2,983,750</b>	-	-	-	<b>\$4,483,750</b>



### Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-06 Amendment 2021-2024	09/16/2020	9/16/2020	04/08/2021	N/A
21-32 Amendment 2021-2024	09/10/2021	Pending	Pending	N/A

### Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

### Funding Change(s):

Total project cost increased from \$1,500,000 to \$4,483,750

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TIP ID	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	NARRATIVE DESCRIPTION
2780	Oxon Run Trail Restoration	239	\$1,194,000	\$500,000	\$1,694,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 22 in PE for \$100,000</li> <li>State or District Funding</li> <li>▶ Add funds in FFY 22 in PE for \$100,000</li> <li>▶ Add funds in FFY 24 in PE for \$597,000</li> <li>▶ Add funds in FFY 23 in PE for \$597,000</li> </ul> <i>Total project cost increased from \$500,000 to \$1,694,000</i>
3228	Metropolitan Branch Trail	27	\$6,611,000	\$24,750,000	\$31,361,000	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>+ Increase funds in FFY 22 in PE from \$0 to \$1,077,000</li> <li>▶ Add funds in FFY 23 in CON for \$5,534,000</li> </ul> <i>Total project cost increased from \$24,750,000 to \$31,361,000</i>
3508	Anacostia Riverwalk Trail	214	\$1,709,000	\$800,000	\$2,509,000	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in PE for \$570,000</li> <li>▶ Add funds in FFY 24 in CON for \$1,139,000</li> </ul> <i>Total project cost increased from \$800,000 to \$2,509,000</i>
5353	Southern Ave SE Improvements	80	\$9,000,000	\$11,200,000	\$20,200,000	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Local <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 24 in PE for \$240,000</li> <li>District Funding</li> <li>▶ Add funds in FFY 22 in CON for \$9,000,000</li> <li>▶ Add funds in FFY 24 in PE for \$240,000</li> </ul> <i>Total project cost increased from \$11,200,000 to \$20,200,000</i>
5922	Freight Planning Program	22	\$488,250	\$2,180,000	\$2,668,250	Cost change(s), Programming Update, Schedule Change(s), Scope Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in PE for \$32,550</li> <li>▶ Add funds in FFY 24 in PE for \$32,550</li> <li>▶ Add funds in FFY 23 in PE for \$32,550</li> <li>National Highway Freight Program</li> <li>▶ Add funds in FFY 22 in PE for \$130,200</li> <li>+ Increase funds in FFY 24 in PE from \$0 to \$130,200</li> <li>+ Increase funds in FFY 23 in PE from \$0 to \$130,200</li> </ul> <i>Total project cost increased from \$2,180,000 to \$2,668,250</i>

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6230	New York Ave NE Improvements	879	\$17,142,000	\$1,950,000	\$19,092,000	Cost change(s), Programming Update, Schedule Change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): Local ▶ Delete funds in FFY 21 in ROW for \$140,000 + Increase funds in FFY 22 in ROW from \$0 to \$140,000 State or District Funding ▶ Add funds in FFY 23 in CON for \$3,428,400 Surface Transportation Block Program ▶ Delete funds in FFY 21 in ROW for \$560,000 ▶ Add funds in FFY 23 in CON for \$13,713,600 + Increase funds in FFY 22 in ROW from \$0 to \$560,000 <i>Total project cost increased from \$1,950,000 to \$19,092,000</i>
6501	Kennedy St from 16th St to Georgia Ave NW Reconstruction	139	\$15,261,820	\$11,000,000	\$26,261,820	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding - Decrease funds in FFY 22 in CON from \$2,137,536 to \$2,000,000 ▶ Add funds in FFY 24 in CON for \$195,300 ▶ Add funds in FFY 23 in CON for \$2,994,600 Surface Transportation Block Program - Decrease funds in FFY 22 in CON from \$8,550,144 to \$8,000,000 ▶ Add funds in FFY 24 in CON for \$781,200 ▶ Add funds in FFY 23 in CON for \$11,978,400 <i>Total project cost increased from \$11,000,000 to \$26,261,820</i>
6675	Bladensburg Road Multimodal Safety and Access	116	\$582,031	\$500,000	\$1,082,031	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ▶ Add funds in FFY 21 in PE for \$98,946 Surface Transportation Block Program ▶ Add funds in FFY 21 in PE for \$483,085 <i>Total project cost increased from \$500,000 to \$1,082,031</i>
6804	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway Ramp	199	\$2,983,750	\$1,500,000	\$4,483,750	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): National Highway Performance Program ▶ Add funds in FFY 22 in CON for \$2,983,750 <i>Total project cost increased from \$1,500,000 to \$4,483,750</i>
11557	9th Street Bicycle Lane	0	\$2,658,000	\$0	\$2,658,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ▶ Add funds in FFY 22 in PE for \$217,000 ▶ Add funds in FFY 23 in CON for \$2,441,000 <i>Total project cost \$2,658,000</i>



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11558	Active Transportation Equipment	0	\$900,000	\$0	\$900,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): State or District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in OTHER for \$300,000</li> <li>▶ Add funds in FFY 24 in OTHER for \$300,000</li> <li>▶ Add funds in FFY 23 in OTHER for \$300,000</li> </ul> <i>Total project cost \$900,000</i>
11559	Anacostia Metro Ped/Bike Bridge	0	\$20,500,000	\$0	\$20,500,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in PE for \$2,500,000</li> <li>▶ Add funds in FFY 23 in CON for \$18,000,000</li> </ul> <i>Total project cost \$20,500,000</i>
11560	Capital Bikeshare Expansion	0	\$16,421,000	\$0	\$16,421,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in CON for \$6,807,000</li> <li>▶ Add funds in FFY 24 in CON for \$4,807,000</li> <li>▶ Add funds in FFY 23 in CON for \$4,807,000</li> </ul> <i>Total project cost \$16,421,000</i>
11561	Fort Davis Dr and Texas Ave SE Trail	0	\$1,628,000	\$0	\$1,628,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 23 in PE for \$586,000</li> <li>▶ Add funds in FFY 24 in CON for \$1,042,000</li> </ul> <i>Total project cost \$1,628,000</i>
11562	North Capitol Street Streetscape/Deckover	0	\$1,000,000	\$0	\$1,000,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in STUDY for \$1,000,000</li> </ul> <i>Total project cost \$1,000,000</i>
11563	Arizona Avenue to Capital Crescent Trail	0	\$3,260,000	\$0	\$3,260,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in PE for \$515,000</li> <li>▶ Add funds in FFY 24 in CON for \$2,745,000</li> </ul> <i>Total project cost \$3,260,000</i>
11564	Suitland Parkway Trail	0	\$6,359,000	\$0	\$6,359,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in PE for \$825,000</li> <li>▶ Add funds in FFY 23 in CON for \$5,534,000</li> </ul> <i>Total project cost \$6,359,000</i>
11565	Transit Hubs	0	\$350,000	\$0	\$350,000	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding <ul style="list-style-type: none"> <li>▶ Add funds in FFY 22 in STUDY for \$350,000</li> </ul> <i>Total project cost \$350,000</i>

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11566	Vision Zero Safety Improvements	0	\$8,829,500	\$0	\$8,829,500	New Project	PROJECT CHANGES (FROM PREVIOUS VERSION) District Funding ▶ Add funds in FFY 22 in CON for \$4,088,250 ▶ Add funds in FFY 24 in CON for \$2,841,000 ▶ Add funds in FFY 23 in CON for \$1,900,250 <i>Total project cost \$8,829,500</i>
11567	Bicycle and Pedestrian Safety	0	\$14,488,000	\$0	\$14,488,000	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): District Funding ▶ Add funds in FFY 22 in CON for \$6,331,000 ▶ Add funds in FFY 24 in CON for \$3,608,000 ▶ Add funds in FFY 23 in CON for \$4,549,000 <i>Total project cost \$14,488,000</i>
<b>TOTAL</b>			\$131,365,351	\$54,380,000	\$185,745,351		

**Summary of Additional Funds Provided within TIP Action 21-32: Formal Amendment  
for the District Department of Transportation Approved September 10, 2021**

	PROJECT INFORMATION				FUNDS BY SOURCE			FUNDS BY PHASE					FUNDS BY FISCAL YEAR				PROGRAM	PROJECT COST	
	TIP ID	TIP	PROJECT TITLE	TYPE	FED	STATE	LOC	STUDY	PE	ROW	CON	OTHER	2021	2022	2023	2024	TOTAL	TOTAL	
PREVIOUSLY EXISTING PROJECTS	2780	21-06	Oxon Run Trail Restoration	Bike/Ped	\$400,000	\$0	\$100,000	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000	\$500,000	\$500,000
	2780	21-32	Oxon Run Trail Restoration	Bike/Ped	\$400,000	\$1,294,000	\$0	\$0	\$1,694,000	\$0	\$0	\$0	\$0	\$500,000	\$597,000	\$597,000	\$597,000	\$1,694,000	\$1,694,000
					\$0	\$1,294,000	(\$100,000)	\$0	\$1,194,000	\$0	\$0	\$0	\$0	\$0	\$597,000	\$597,000	\$597,000	\$1,194,000	\$1,194,000
	3228	21-24	Metropolitan Branch Trail	Bike/Ped	\$18,640,000	\$6,110,000	\$0	\$0	\$1,500,000	\$700,000	\$22,550,000	\$0	\$3,900,000	\$20,850,000	\$0	\$0	\$24,750,000	\$24,750,000	
	3228	21-32	Metropolitan Branch Trail	Bike/Ped	\$18,640,000	\$12,721,000	\$0	\$0	\$2,577,000	\$700,000	\$28,084,000	\$0	\$3,900,000	\$21,927,000	\$5,534,000	\$0	\$31,361,000	\$31,361,000	
					\$0	\$6,611,000	\$0	\$0	\$1,077,000	\$0	\$5,534,000	\$0	\$0	\$1,077,000	\$5,534,000	\$0	\$6,611,000	\$6,611,000	
	3508	21-24	Anacostia Riverwalk Trail	Bike/Ped	\$400,000	\$400,000	\$0	\$0	\$800,000	\$0	\$0	\$0	\$800,000	\$0	\$0	\$800,000	\$800,000		
	3508	21-32	Anacostia Riverwalk Trail	Bike/Ped	\$400,000	\$2,109,000	\$0	\$0	\$1,370,000	\$0	\$1,139,000	\$0	\$800,000	\$570,000	\$0	\$1,139,000	\$2,509,000	\$2,509,000	
					\$0	\$1,709,000	\$0	\$0	\$570,000	\$0	\$1,139,000	\$0	\$0	\$570,000	\$0	\$1,139,000	\$1,709,000	\$1,709,000	
	5353	21-06	Southern Ave SE Improvements	Bridge - Rehab	\$960,000	\$10,000,000	\$240,000	\$0	\$1,200,000	\$0	\$10,000,000	\$0	\$10,000,000	\$0	\$0	\$1,200,000	\$11,200,000	\$11,200,000	
	5353	21-32	Southern Ave SE Improvements	Bridge - Rehab	\$960,000	\$19,240,000	\$0	\$0	\$1,200,000	\$0	\$19,000,000	\$0	\$10,000,000	\$9,000,000	\$0	\$1,200,000	\$20,200,000	\$20,200,000	
					\$0	\$9,240,000	(\$240,000)	\$0	\$0	\$9,000,000	\$0	\$0	\$9,000,000	\$0	\$0	\$9,000,000	\$9,000,000		
	5922	21-30	Freight Planning Program	Study/Planning /Research	\$1,744,000	\$260,000	\$176,000	\$783,978	\$480,000	\$0	\$916,022	\$0	\$863,978	\$0	\$200,000	\$200,000	\$1,263,978	\$2,180,000	
	5922	21-32	Freight Planning Program	Study/Planning /Research	\$2,134,600	\$357,650	\$176,000	\$783,978	\$968,250	\$0	\$916,022	\$0	\$863,978	\$162,750	\$362,750	\$362,750	\$1,752,228	\$2,668,250	
					\$390,600	\$97,650	\$0	\$0	\$488,250	\$0	\$0	\$0	\$0	\$162,750	\$162,750	\$162,750	\$488,250	\$488,250	
	6230	21-06	New York Ave NE Improvements	Bike/Ped	\$1,560,000	\$0	\$390,000	\$0	\$1,250,000	\$700,000	\$0	\$0	\$700,000	\$1,250,000	\$0	\$0	\$1,950,000	\$1,950,000	
	6230	21-32	New York Ave NE Improvements	Bike/Ped	\$15,273,600	\$3,428,400	\$390,000	\$0	\$1,250,000	\$700,000	\$17,142,000	\$0	\$0	\$1,950,000	\$17,142,000	\$0	\$19,092,000	\$19,092,000	
					\$13,713,600	\$3,428,400	\$0	\$0	\$0	\$0	\$17,142,000	\$0	(\$700,000)	\$700,000	\$17,142,000	\$0	\$17,142,000	\$17,142,000	
	6501	21-16	Kennedy St from 16th St to Georgia Ave NW	Road -	\$8,800,000	\$2,200,000	\$0	\$0	\$312,320	\$0	\$10,687,680	\$0	\$312,320	\$10,687,680	\$0	\$0	\$11,000,000	\$11,000,000	
	6501	21-32	Kennedy St from 16th St to Georgia Ave NW	Road -	\$21,009,456	\$5,252,364	\$0	\$0	\$312,320	\$0	\$25,949,500	\$0	\$312,320	\$10,000,000	\$14,973,000	\$976,500	\$26,261,820	\$26,261,820	
					\$12,209,456	\$3,052,364	\$0	\$0	\$0	\$0	\$15,261,820	\$0	\$0	(\$687,680)	\$14,973,000	\$976,500	\$15,261,820	\$15,261,820	
	6675	21-00	Bladensburg Road Multimodal Safety and Access	Transit - Safety	\$415,000	\$85,000	\$0	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	
	6675	21-32	Bladensburg Road Multimodal Safety and Access	Transit - Safety	\$898,085	\$183,946	\$0	\$0	\$1,082,031	\$0	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$1,082,031	
					\$483,085	\$98,946	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$0	\$0	\$0	\$582,031	\$582,031	
	6804	21-06	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	Bridge - Rehab	\$1,200,000	\$0	\$300,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000	\$1,500,000	
	6804	21-32	I-66 Ramp Ramp to Whitehurst Frwy and K Street NW Bridge over Whitehurst Freeway	Bridge - Rehab	\$4,183,750	\$0	\$300,000	\$0	\$1,500,000	\$0	\$2,983,750	\$0	\$1,500,000	\$2,983,750	\$0	\$0	\$4,483,750	\$4,483,750	
					\$2,983,750	\$0	\$0	\$0	\$0	\$0	\$2,983,750	\$0	\$0	\$2,983,750	\$0	\$0	\$2,983,750	\$2,983,750	
NEW PROJECTS	11557	21-32	9th Street Bicycle Lane	Bike/Ped	\$0	\$2,658,000	\$0	\$0	\$217,000	\$0	\$2,441,000	\$0	\$0	\$217,000	\$2,441,000	\$0	\$2,658,000	\$2,658,000	
	11558	21-32	Active Transportation Equipment	Bike/Ped	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$300,000	\$300,000	\$300,000	\$900,000	\$900,000		
	11559	21-32	Anacostia Metro Ped/Bike Bridge	Bike/Ped	\$0	\$20,500,000	\$0	\$0	\$2,500,000	\$0	\$18,000,000	\$0	\$2,500,000	\$18,000,000	\$0	\$20,500,000	\$20,500,000		
	11560	21-32	Capital Bikeshare Expansion	Bike/Ped	\$0	\$16,421,000	\$0	\$0	\$0	\$0	\$16,421,000	\$0	\$6,807,000	\$4,807,000	\$4,807,000	\$16,421,000	\$16,421,000		
	11561	21-32	Fort Davis Dr and Texas Ave SE Trail	Bike/Ped	\$0	\$1,628,000	\$0	\$0	\$586,000	\$0	\$1,042,000	\$0	\$0	\$586,000	\$1,042,000	\$1,628,000	\$1,628,000		
	11562	21-32	North Capitol Street Streetscape/Deckover	Landscaping/ Beautification	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000		
	11563	21-32	Arizona Avenue to Capital Crescent Trail	Bike/Ped	\$0	\$3,260,000	\$0	\$0	\$515,000	\$0	\$2,745,000	\$0	\$0	\$515,000	\$2,745,000	\$3,260,000	\$3,260,000		
	11564	21-32	Suitland Parkway Trail	Bike/Ped	\$0	\$6,359,000	\$0	\$0	\$825,000	\$0	\$5,534,000	\$0	\$825,000	\$5,534,000	\$0	\$6,359,000	\$6,359,000		
	11565	21-32	Transit Hubs	Bike/Ped	\$0	\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000	\$350,000		
	11566	21-32	Vision Zero Safety Improvements	Bike/Ped	\$0	\$8,829,500	\$0	\$0	\$0	\$0	\$8,829,500	\$0	\$4,088,250	\$1,900,250	\$2,841,000	\$8,829,500	\$8,829,500		
	11567	21-32	Bicycle and Pedestrian Safety	Bike/Ped	\$0	\$14,488,000	\$0	\$0	\$0	\$0	\$14,488,000	\$0	\$6,331,000	\$4,549,000	\$3,608,000	\$14,488,000	\$14,488,000		
		<b>Total for previously existing projects included in TIP Action 21-32:</b>				<b>\$34,119,000</b>	<b>\$19,055,000</b>	<b>\$1,206,000</b>	<b>\$783,978</b>	<b>\$8,042,320</b>	<b>\$1,400,000</b>	<b>\$44,153,702</b>	<b>\$0</b>	<b>\$18,076,298</b>	<b>\$33,287,680</b>	<b>\$200,000</b>	<b>\$1,400,000</b>	<b>\$52,963,978</b>	<b>\$54,380,000</b>
	<b>Total for projects proposed under TIP Action 21-32:</b>				<b>\$63,899,491</b>	<b>\$120,979,860</b>	<b>\$866,000</b>	<b>\$2,133,978</b>	<b>\$16,596,601</b>	<b>\$1,400,000</b>	<b>\$164,714,772</b>	<b>\$900,000</b>	<b>\$17,958,329</b>	<b>\$70,026,750</b>	<b>\$76,726,000</b>	<b>\$19,618,250</b>	<b>\$184,329,329</b>	<b>\$185,745,351</b>	



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** September 16, 2021

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



August 12, 2021

**VIA EMAIL**

Charles Allen  
Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Chairman Allen:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2022 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will renew its support of the program with \$150,000 in funding for the 2022 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Paul Wiedefeld  
General Manager and  
Chief Executive Officer

cc: Kanti Srikanth  
Director of Transportation Planning, MWCOG

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

wmata.com



National Capital Region  
**Transportation Planning Board**

August 17, 2021

Ms. Sandra Jackson  
Community Planner  
US DOT FHWA District of Columbia Division  
1200 New Jersey Ave, SE E61-209  
Washington, DC 20590

Mr. Daniel Koenig  
US DOT FTA  
1200 New Jersey Avenue, SE  
East Building E56-202  
Washington, DC 20590

Dear Ms. Jackson and Mr. Koenig:

In June 2019, Federal Highway Administration and Federal Transit Administration jointly certified the metropolitan transportation planning process for the National Capital Region Transportation Planning Board (TPB). The TPB received ten recommendations which could improve the transportation planning process. A status report is provided below of the two recommendations which included a timeline for completion. With this action all recommended actions with a timeline have been completed. Attached, please find a tracking table which provides an update for all of the recommendations.

Recommendations:

- 1) The Federal Team requests that within one-year, the TPB, Fredericksburg Area MPO (FAMPO), State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the NHS.

*Status: Completed in June 2020.*

- 2) The Federal Team strongly recommends that, within a year, the 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations.

*Status: Completed and executed May 19, 2021. Please see the attached executed 2021 TPB/FAMPO MOU.*

Ms. Sandra Jackson and Mr. Daniel Koenig  
August 17, 2021

Thank you for your continued support. Should you have any questions please contact me at (202) 962-3257.

Sincerely,

A handwritten signature in blue ink that reads "Kanathur N. Srikanth".

Kanathur N. Srikanth  
TPB Staff Director

Attachments

cc: Ian Ollis, Fredericksburg Area MPO  
Mark Rawlings, District of Columbia Department of Transportation (DDOT)  
Ivan Rucker, FHWA  
Kari Snyder, Maryland Department of Transportation (MDOT)  
Norman Whitaker, Virginia Department of Transportation (VDOT)  
Ciara Williams, Virginia Department of Rail and Public Transportation (DRPT)

**TPB – TMA Federal Planning Certification Review  
August 2021 Summary Report**

<b>5.3.1 RECOMMENDATIONS</b>	<b>STATUS</b>
1) The Federal Team requests that within one-year, the TPB, FAMPO, State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the NHS.	Completed May 29, 2020.
2) The Federal Team strongly recommends that, within a year, the 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations.	Completed and executed on May 19, 2021
3) The Federal Team recommend TPB include the previous year’s accomplishments report in each current year UPWP.	Completed March 18, 2020. “Accomplishments” section included in FY 2021 and FY 2022 UPWPs.
4) The Federal Team recommends TPB continue or enhance its current level of Metropolitan Transportation Plan documentation of commitment to maintenance, operations and state of good repair.	Will continue as directed.
5) The Federal Team recommend TPB continue expeditiously with the efforts to implement the new e-TIP and progress in alignment of projects with each State STIPs	A new and enhanced electronic TIP database system, called “Project InfoTrak”, has been procured, customized, and in use since Fall 2020. Further customizations and trainings continue.
6) The Federal Team recommends that TPB update its Public Participation Plan (currently dated 2014) in consideration of the results from the recent consultant review of their public outreach activities and PPP and to reference the current legislation and planning regulations.	The TPB’s Participation Plan was approved in October 2020. The plan includes updated references to legislation and regulations, and reflects lessons learned from the consultant review.



**TPB – TMA Federal Planning Certification Review  
August 2021 Summary Report**

<p>7) The Federal Team recommends TPB meet with the FHWA Civil Rights Specialist to discuss technical assistance and/or training to improve specific Title VI Plan and program areas.</p>	<p>The Title VI Plan and Program were updated and approved by the COG Board in May 2021. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.</p>
<p>8) The Federal Team recommend TPB update Title VI Program Plan to include the most recent assurance - US DOT Order 1050.2A. The language of the assurance should not be altered and should be signed annually and included in contractual agreements.</p>	<p>New assurances were updated (and posted on the web) in October 2019. The Title VI Plan and Program were updated and approved by the COG Board in May 2021. The Title VI Program was submitted on time for the FTA Triennial Review (due June 1, 2021).</p>
<p>9) The Federal Team recommends TPB continue to provide increased stewardship and oversight to ensure that the financial assumptions for projects are reasonable. Along these lines, TPB should reconsider inclusion of some or all of the suburban Maryland BRT projects in its Financially Constrained element in the next Plan update, to better reflect realities associated with receiving Capital Investment Grant (CIG) funds.</p>	<p>The suburban Maryland BRT projects included in the 2018 long range transportation plan, Visualize 2045, were based on discussions with state and County staff and review of the financial plans for each project. The review found the financial assumptions for the projects were reasonable. The financial plan and assumptions for these BRT projects are being revisited as part of the next (2022) update to Visualize 2045.</p>
<p>10) The Federal Team recommends clarification on how projected revenues and expenditures from the Visualize 2045 financial plan contribute to and are consistent with the TIP development efforts.</p>	<p>Will do with next LRTP update.</p>

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN  
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE  
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA  
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING  
ORGANIZATION'S BOUNDARIES**

**THIS AGREEMENT**, made and entered into as of this 19th day of May 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC-VA-MD Urbanized Area (Washington D.C. UZA).

**WHEREAS**, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization ("MPO") in each US Bureau of Census defined "urbanized area" with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the "urbanized area" pursuant to the foregoing statutes; and

**WHEREAS**, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

**WHEREAS**, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

**WHEREAS**, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

**WHEREAS**, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

**WHEREAS**, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

**WHEREAS**, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

**WHEREAS**, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

## **ARTICLE I**

### **FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS**

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a

Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program ("UPWP"), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement, the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation "shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

## **ARTICLE 2 COORDINATION OF PLANNING ACTIVITIES**

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

## **ARTICLE 3 TIME FRAME OF THE PROCESS**

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

## **ARTICLE 4 TERMINATION**

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.


## **ARTICLE 5 AMENDMENTS**

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

  
Chairman, FAMPO

WITNESSED BY:   
Administrator, FAMPO  
Date: May 21, 2021

  
Chairman, NCR-TPB


WITNESSED BY:   
Director, NCR-TPB  
Date: May 19, 2021

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

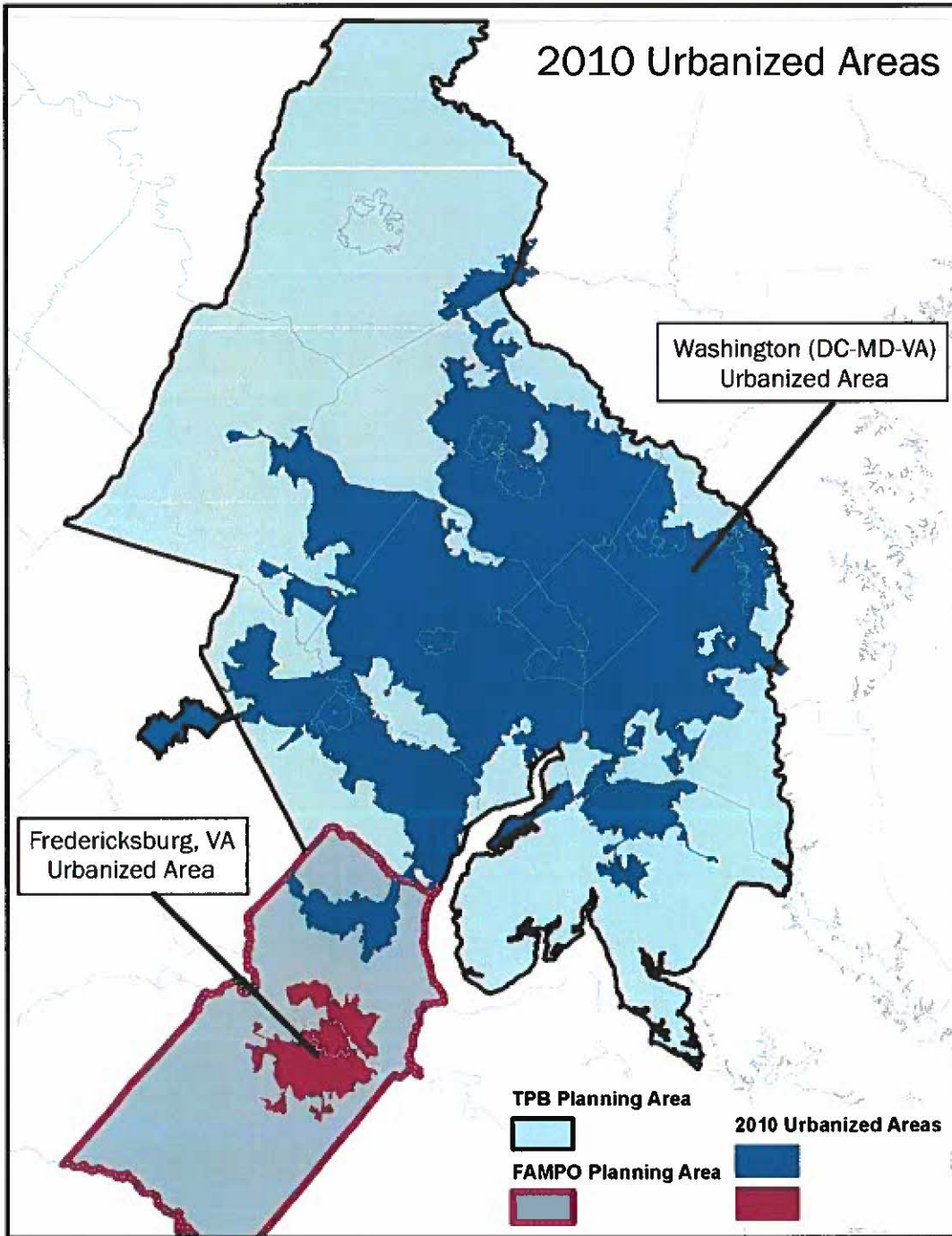
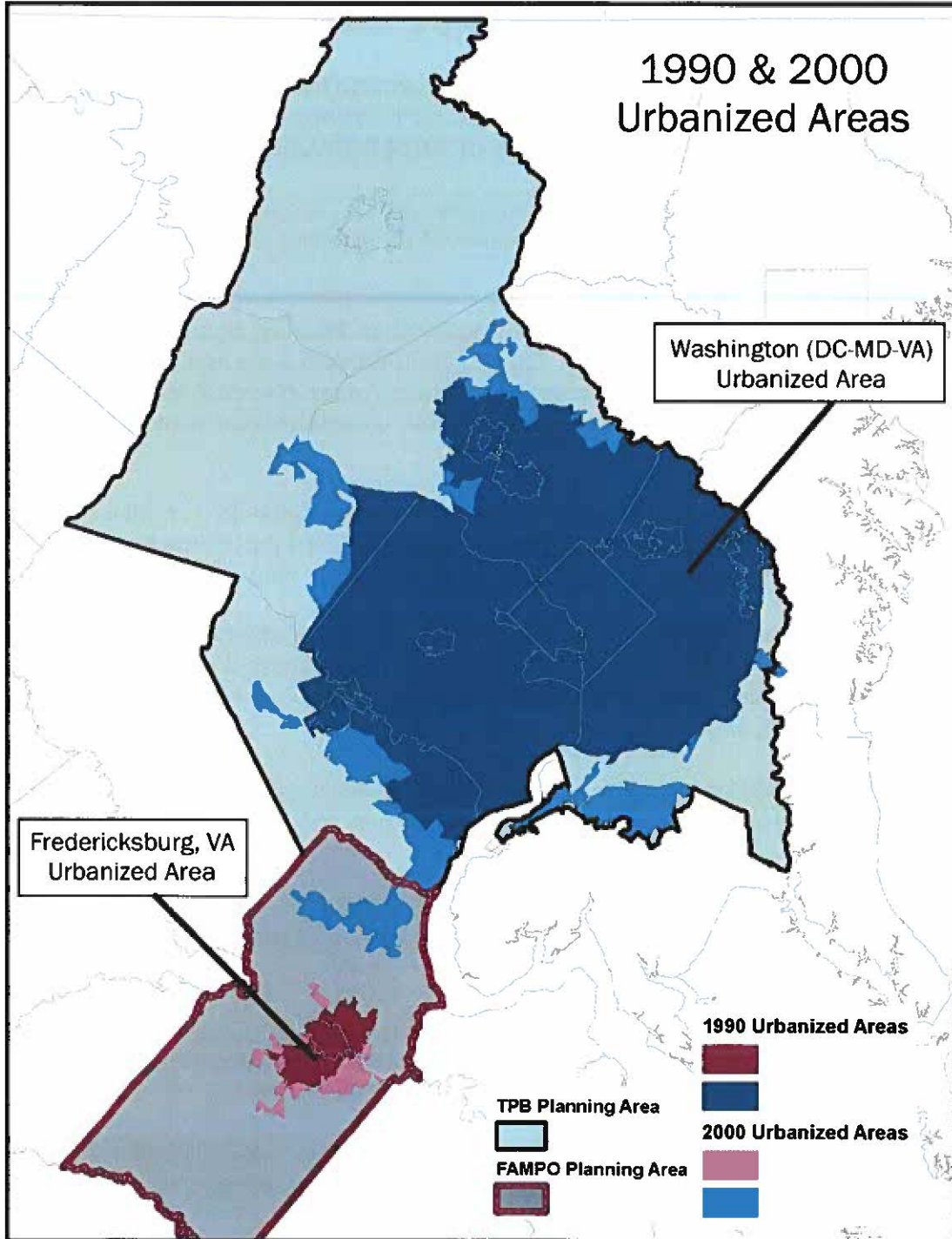


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000





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

**RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-  
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)  
MEMORANDUM OF UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and 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**, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

**WHEREAS**, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

**WHEREAS**, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1.) and authorizes its Chair to execute the agreement on behalf of the TPB.

Adopted by the Transportation Planning Board at its regular meeting on May 19, 2021.

**FAMPO RESOLUTION 21-23**

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG  
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF  
UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

**WHEREAS**, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and


**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

**WHEREAS**, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

**NOW, THEREFORE, BE IT RESOLVED** that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair  
Fredericksburg Area Metropolitan Planning Organization  
Policy Committee

**Attachment 1 – TPB-FAMPO MOU**



National Capital Region  
**Transportation Planning Board**

August 26, 2021

Senator Ben Cardin  
509 Hart Senate Office Building  
Washington, DC 20510

Re: City of Frederick to C&O Canal Trail Feasibility Study

Dear Senator Cardin:

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 for federal funds by Journey Through Hallowed Ground (JTHG) for a grant to study the feasibility of building a trail connecting the City of Frederick, Maryland to the Chesapeake and Ohio Canal National Historical Park. The JTHG is a non-profit foundation that coordinates the protection of an area of natural and historic significance stretching in an arc through Virginia, West Virginia, and Maryland.

The requested \$1 million in grant funds would be used to conduct a feasibility study for a trail connecting the City of Frederick to the C&O Canal through Frederick County. Such a trail would provide a tremendous asset for tourism and recreation, linking and highlighting key historic and cultural resources of our region. The proposed grant recipient, JTHG, has been active in identifying opportunities for trail development and expansion, and is well-equipped to explore in further detail a trail linking Frederick's downtown with the C&O Canal Historical Park and Trail. JTHG has the support of the Maryland Department of Transportation, Frederick County, and the City of Frederick in undertaking this study.

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 proposed trail would expand on 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 TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Journey Through Hallowed Ground. I anticipate that upon a successful grant award the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Charles Allen  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Charles Nipe, Division Director, Frederick County Division of Public Works  
Mr. Joe Adkins, Deputy Director for Planning, City of Frederick



National Capital Region  
**Transportation Planning Board**

August 26, 2021

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

Re: FTA Areas of Persistent Poverty Program Grant Application by Prince George's County, Maryland for the Glenarden / Landover Multi-Modal and Transit Access Improvement Project

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application for federal funds under the FTA's FY 2021 Areas of Persistent Poverty Grant Program by Prince George's County, Maryland, for a grant to advance the Glenarden / Landover Multi-Modal and Transit Access Improvement Project.

The Glenarden / Landover community is in a census tract designated as an Area of Persistent Poverty and is in a Metropolitan Washington Council of Governments (MWCOC) designated Equity Emphasis area. Though located in between two major activity centers and two Washington Metropolitan Area Transit Authority (WMATA) Metro lines, the community is isolated within the larger surrounding area. The project will vastly improve transit accessibility by providing fast, frequent, reliable and safe multi-modal connections to the emerging downtown areas in New Carrollton and Largo and surrounding activity centers. With the grant funds, planning and engineering studies will be performed to identify ADA compliance and pedestrian and bicycle access issues to bus stops as well as plan for a future BRT route through the community. The studies will focus on developing integrated transit systems to provide better access to health facilities and job opportunities.

We urge your favorable consideration of Prince George's County's request, as it directly responds to regional transportation goals and priorities adopted by the TPB. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in pedestrian and bicycling infrastructure and in our public transportation system to provide a broad range of equitable and affordable transportation choices for our region.

This grant would advance the region's long-term transportation priorities in accordance with the Washington region's long-range transportation plan Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen  
Chair, National Capital Region Transportation Planning Board

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

September 21, 2021

**VIA EMAIL**

The Honorable Mark R. Warner  
703 Hart Senate Office Building  
Washington, DC 20510

The Honorable Benjamin L. Cardin  
509 Hart Senate Office Building  
Washington, DC 20510

The Honorable Tim Kaine  
231 Russell Senate Office Building  
Washington, DC 20510

The Honorable Chris Van Hollen  
110 Hart Senate Office Building  
Washington, DC 20510

The Honorable Gerald Connolly  
2238 Rayburn House Office Building  
Washington, DC 20515

The Honorable Steny Hoyer  
1705 Longworth House Office Building  
Washington, D 20515

The Honorable Don Beyer  
1119 Longworth House Office Building  
Washington, DC 20515

The Honorable Jamie Raskin  
412 Cannon House Office Building  
Washington, DC 20515

The Honorable Jennifer Wexton  
1217 Longworth House Office Building  
Washington, DC 20515

The Honorable Anthony Brown  
1323 Longworth House Office Building  
Washington, DC 20515

The Honorable Eleanor Holmes Norton  
2136 Rayburn House Office Building  
Washington, DC 20515

The Honorable David Trone  
1213 Longworth House Office Building  
Washington, DC 20515

**RE: Federal investment needed to support zero-emission transit bus fleet transition**

**Dear Members of the Congressional delegation for the National Capital Region:**

As representatives of transit agencies, utilities, regulators, planning organizations and the private sector in the National Capital Region (NCR), we write to express our strong support for a transition to zero-emission transit buses that will reduce emissions from the public transportation sector. We urge your continued support for the critical federal investments in vehicles and infrastructure that are needed to achieve this transition in our region.

**Our organizations are jointly committed to providing public transit that prioritizes equitable access to clean transportation and climate justice in the NCR. Transitioning bus fleets from fossil fuel-powered (i.e. diesel) to zero-emission** reduces air pollution in local communities, advancing equity goals and providing public health benefits throughout the region. In addition, zero-emission transit vehicles significantly reduce greenhouse gas (GHG) emissions, which **is key to meeting the ambitious regional goal of reducing GHG emissions 50 percent below 2005 levels by 2030, as outlined in the Metropolitan Washington Council of Governments' Visualize 2045<sup>i</sup> long-range transportation plan.** Further, transitioning to zero-emission transit will also lead to long-term job creation and is expected to result in a reduction of fueling, operations and maintenance costs for transit agencies.

**Recognizing the benefits of transitioning to zero-emission bus fleets, several jurisdictions in the NCR have established target dates to transition away from procurement of diesel buses, as well as timeframes over the next 10-20 years to convert their transit fleets to zero-emission vehicles.**

The transition to zero-emission bus service will require significant investment and regional coordination. To-date, with state and federal funding support through the U.S. Department of Transportation (USDOT), the region has undertaken a number of zero-emission bus pilots, including (but not limited to):

- The Washington Metropolitan Area Transit Authority (Metro) has committed to convert their 1,500 bus fleet to zero-emissions by 2045. With the support of USDOT funding, Metro will begin a 12-vehicle battery-electric bus test and evaluation program at their Shepherd Parkway Division in Southeast Washington, D.C. in 2022.
- Washington, D.C.'s Clean Energy Act calls for 100 percent of public buses to be zero-emission by 2045. The District Department of Transportation's D.C. Circulator bus service aims to have an entirely electric fleet by 2030 and currently operates a number of zero-emission vehicles funded with USDOT support.
- Maryland's Greenhouse Gas Reduction Act Plan targets a 50 percent zero-emission fleet for the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) bus service by 2030, and USDOT grants are supporting battery-electric bus procurements for MDOT MTA test programs.
- Funded by USDOT grants and state funds, Maryland's Montgomery County RideOn and Prince George's County TheBus are both running battery-electric bus pilot programs, encouraging additional procurements of zero-emissions buses at those agencies.
- USDOT grants are also supporting battery-electric bus procurements for Alexandria, Virginia's DASH bus service, which is committed to a 100 percent zero-emission fleet by 2037.
- Virginia's Arlington County is developing a battery-electric bus pilot and designing their operations and maintenance facility to support a zero-emission bus fleet and Fairfax County is also commencing a battery-electric bus pilot with state funds.

Through ongoing engagement, regional stakeholders in the NCR are sharing lessons learned from these pilots and other zero-emission transition tasks, which will help mitigate the potential for mis-steps, improve coordination, and ensure the region better leverages our infrastructure investments. However, additional federal funding support is necessary to achieve the goals established in the region's Visualize 2045 plan and to ensure a successful zero-emission bus conversion for transit agencies and services throughout the region.

Transitioning to zero-emission bus technology on a regional scale requires more than the purchase of new vehicles. The total capital costs of a zero-emission fleet transition also includes design and construction of the new infrastructure to support these vehicles, such as facility conversions and charging infrastructure, as well as energy infrastructure upgrades, including capacity investments and resiliency measures. A recent analysis<sup>ii</sup> from the nonprofit Center for Transportation and the Environment estimates nationwide zero-emission bus implementation costs are somewhere between \$56 billion and \$89 billion, with approximately half of that for the acquisition of new buses and the remainder for building out essential infrastructure and ensuring adequate technical assistance. Local transit agencies – both large and small – simply cannot bear alone the cost burden of installing all of the infrastructure and systems essential to the success of a national zero-emission transition. Especially as zero-emissions vehicle technology continues to mature and become more widely available over the

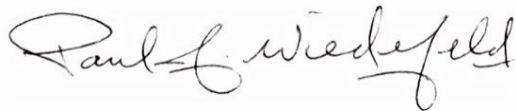
next five to 10 years, increased federal investment in charging and grid infrastructure, as well as vehicle deployment, will be vital to accelerating the transition of America's transit agencies to zero-emissions.

We are pleased to see that the bipartisan infrastructure bill (the Infrastructure Investment and Jobs Act) includes funding that accelerates investment in high-quality, net zero-emission public transportation options for transit agencies throughout the U.S. For example, the bill provides \$5.25 billion in competitive grant funding for public transit agencies to adopt zero- and low-emission buses. <sup>iii</sup> The bill would also invest in clean energy transmission and grid improvements and provides \$7.5 billion in funding for electric vehicle (EV) infrastructure. However, it is unclear what, if any, share of that EV funding could go toward transit, and there's a further opportunity to increase federal support for transit fleet-scale charging infrastructure that would better prepare us for the zero-emission future.

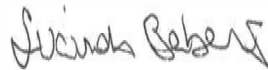
We know that ensuring we have safe, equitable and sustainable transit systems in the region is important to you, as well. As Congress continues work to advance the bipartisan infrastructure bill, considers measures as part of the budget reconciliation process, and advances annual appropriations bills, we urge you to enhance federal investment opportunities for both the vehicle and infrastructure needs that support our region's implementation of zero-emission transit. We look forward to working with you to support a cleaner transportation future in the NCR.

Thank you for your consideration.

Sincerely,



Paul J. Wiedefeld  
General Manager and Chief Executive Officer  
Washington Metropolitan Area Transit Authority

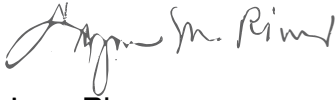


Lucinda Babers  
Deputy Mayor for Operations and Infrastructure  
Washington, District of Columbia

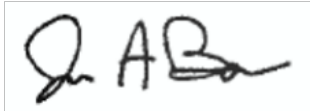


Christopher Conklin  
Director  
Montgomery County Department of  
Transportation

Members of the Congressional Delegation for the National Capital Region  
Page 4



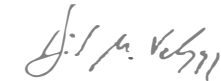
Lynn Rivers  
Transit Bureau Chief  
Arlington County



Joshua Baker  
General Manager and Chief Executive Officer  
Alexandria Transit Company



Chuck Bean  
Executive Director  
Metropolitan Washington Council of Governments



David M. Velazquez  
President and Chief Executive  
Officer Pepco Holdings



Surya Panditi  
President and Chief Executive  
Officer Enel X North America




JB Holston  
Chief Executive Officer  
Greater Washington Partnership



Jack McDougale  
President and Chief Executive Officer  
Greater Washington Board of Trade



Members of the Congressional Delegation for the National Capital Region  
Page 5



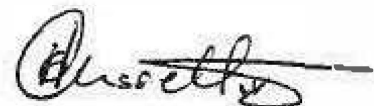
Robert Buchanan  
President  
the 2030 Group



Anthony Williams  
Chief Executive Officer and Executive  
Director Federal City Council



Stu Solomon  
President and Chief Executive Officer  
Connected DMV



H.G. Chissell  
Founder and Chief Executive Officer  
Advanced Energy Group



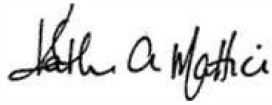
David L. Gadis  
Chief Executive Officer and General Manager  
DC Water



Eli Hopson  
Chief Executive Officer  
DC Green Bank



Thomas Deyo  
Chief Executive Officer  
Montgomery County Green Bank



Kate Mattice  
Executive Director  
Northern Virginia Transportation Commission



Lisa Guthrie  
Executive Director  
Virginia Transit Association



Ira H. Dorfman  
Executive Director  
Greater Washington Region Clean Cities Coalition



Stewart Schwartz  
Executive Director  
Coalition for Smarter Growth

---

<sup>i</sup> You can find more information on the Metropolitan Washington Council of Government's Visualize 2045 plan here: <https://visualize2045.org/>.

<sup>ii</sup> The Center for Transportation and the Environment's report, *A Zero-Emission Transition for the U.S. Transit Fleet*, can be found here: <https://cte.tv/wp-content/uploads/2021/05/ZE-Transition-for-US-Fleet-final-draft.pdf>.

<sup>iii</sup> This funding goes to the Federal Transit Administration's Low or No Emission Vehicle (Low-No) competitive grant program, which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities: <https://www.transit.dot.gov/lowno>.



# MARYLAND ZERO EMISSION

Electric Vehicle Infrastructure Council

September 15, 2021

**VIA EMAIL**

The Honorable Mark R. Warner  
703 Hart Senate Office Building  
Washington, DC 20510

The Honorable Benjamin L. Cardin  
509 Hart Senate Office Building  
Washington, DC 20510

The Honorable Tim Kaine  
231 Russell Senate Office Building  
Washington, DC 20510

The Honorable Chris Van Hollen  
110 Hart Senate Office Building  
Washington, DC 20510

The Honorable Gerald Connolly  
2238 Rayburn House Office Building  
Washington, DC 20515

The Honorable Steny Hoyer  
1705 Longworth House Office Building  
Washington, D 20515

The Honorable Don Beyer  
1119 Longworth House Office Building  
Washington, DC 20515

The Honorable Jamie Raskin  
412 Cannon House Office Building  
Washington, DC 20515

The Honorable Jennifer Wexton  
1217 Longworth House Office Building  
Washington, DC 20515

The Honorable Anthony Brown  
1323 Longworth House Office Building  
Washington, DC 20515

The Honorable Eleanor Holmes Norton  
2136 Rayburn House Office Building  
Washington, DC 20515

The Honorable David Trone  
1213 Longworth House Office Building  
Washington, DC 20515

**RE:** Federal investment needed to support zero-emission transit bus fleet transition

Dear Members of the Congressional delegation for the National Capital Region:

As representatives of transit agencies, utilities, regulators, planning organizations and the private sector in the National Capital Region (NCR), we write to express our strong support for a transition to zero-emission transit buses that will reduce emissions from the public transportation sector. We urge your continued support for the critical federal investments in vehicles and infrastructure that are needed to achieve this transition in our region.

Our organizations are jointly committed to providing public transit that prioritizes equitable access to clean transportation and climate justice in the NCR. Transitioning bus fleets from fossil fuel-powered (i.e. diesel) to zero-emission reduces air pollution in local communities, advancing equity goals and providing public health benefits throughout the region. In addition, zero-emission transit vehicles significantly reduce greenhouse gas (GHG) emissions, which is key to meeting the ambitious regional goal of reducing GHG emissions 50% below 2005 levels by 2030, as outlined in the Metropolitan Washington Council of Governments' Visualize 2045<sup>1</sup> long-range transportation plan. Further, transitioning to zero-emission transit will also lead to long-term job creation and is expected to result in a reduction of fueling, operations and maintenance costs for transit agencies.

Recognizing the benefits of transitioning to zero-emission bus fleets, several jurisdictions in the NCR have established target dates to transition away from procurement of diesel buses, as well as timeframes over

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<sup>1</sup> You can find more information on the Metropolitan Washington Council of Government's Visualize 2045 plan here: <https://visualize2045.org/>.

the next 10-20 years to convert their transit fleets to zero-emission vehicles. The transition to zero-emission bus service will require significant investment and regional coordination. To-date, with state and federal funding support through the U.S. Department of Transportation (USDOT), the region has undertaken a number of zero-emission bus pilots, including (but not limited to):

- The Washington Metropolitan Area Transit Authority (Metro) has committed to convert their 1,500 bus fleet to zero-emissions by 2045. With the support of USDOT funding, Metro will begin a 12-vehicle battery-electric bus test and evaluation program at their Shepherd Parkway Division in Southeast Washington, D.C. in 2022.
- Washington, D.C.'s Clean Energy Act calls for 100% of public buses to be zero-emission by 2045. The District Department of Transportation's D.C. Circulator bus service aims to have an entirely electric fleet by 2030 and currently operates a number of zero-emission vehicles funded with USDOT support.
- Maryland's Greenhouse Gas Reduction Act Plan targets a 50% zero-emission fleet for the Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA) bus service by 2030, and USDOT grants are supporting battery-electric bus procurements for MDOT MTA test programs.
- Funded by USDOT grants and state funds, Maryland's Montgomery County RideOn and Prince George's County TheBus are both running battery-electric bus pilot programs, encouraging additional procurements of zero-emissions buses at those agencies.
- USDOT grants are also supporting battery-electric bus procurements for Alexandria, Virginia's DASH bus service, which is committed to a 100% zero-emission fleet by 2037.
- Virginia's Arlington County is developing a zero-emission bus pilot and designing their proposed operations and maintenance facility to support a zero-emission bus fleet and Fairfax County is also commencing a battery-electric bus pilot with state funds.

Through ongoing engagement, regional stakeholders in the NCR are sharing lessons learned from these pilots and other zero-emission transition tasks, which will help mitigate the potential for mis-steps, improve coordination, and ensure the region better leverages our infrastructure investments. However, additional federal funding support is necessary to achieve the goals established in the region's Visualize 2045 plan and to ensure a successful zero-emission bus conversion for transit agencies and services throughout the region.

Transitioning to zero-emission bus technology on a regional scale requires more than the purchase of new vehicles. The total capital costs of a zero-emission fleet transition also includes design and construction of the new infrastructure to support these vehicles, such as facility conversions and charging infrastructure, as well as energy infrastructure upgrades, including capacity investments and resiliency measures. A recent analysis<sup>1</sup> from the nonprofit Center for Transportation and the Environment estimates nationwide zero-emission bus implementation costs are somewhere between \$56 billion and \$89 billion, with approximately half of that for the acquisition of new buses and the remainder for building out essential infrastructure and ensuring adequate technical assistance. Local transit agencies – both large and small – simply cannot bear alone the cost burden of installing all of the infrastructure and systems essential to the success of a national zero-emission transition. Especially as zero-emissions vehicle technology continues to mature and become more widely available over the next 5-10 years, increased federal investment in charging and grid infrastructure, as well as vehicle deployment, will be vital to accelerating the transition of America's transit agencies to zero-emissions.

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<sup>2</sup>

The Center for Transportation and the Environment's report, *A Zero-Emission Transition for the U.S. Transit Fleet*, can be found here: <https://cte.tv/wp-content/uploads/2021/05/ZE-Transition-for-US-Fleet-final-draft.pdf>.

We are pleased to see that the bipartisan infrastructure bill (the Infrastructure Investment and Jobs Act) includes funding that accelerates investment in high-quality, net zero-emission public transportation options for transit agencies throughout the U.S. For example, the bill provides \$5.25 billion in competitive grant funding for public transit agencies to adopt zero- and low-emission buses.<sup>1</sup> The bill would also invest in clean energy transmission and grid improvements and provides \$7.5 billion in funding for electric vehicle (EV) infrastructure. However, it is unclear what, if any, share of that EV funding could go toward transit, and there's a further opportunity to increase federal support for transit fleet-scale charging infrastructure that would better prepare us for the zero-emission future.

We know that ensuring we have safe, equitable and sustainable transit systems in the region is important to you, as well. As Congress continues work to advance the bipartisan infrastructure bill, considers measures as part of the budget reconciliation process, and advances annual appropriations bills, we urge you to enhance federal investment opportunities for both the vehicle and infrastructure needs that support our region's implementation of zero-emission transit. We look forward to working with you to support a cleaner transportation future in the NCR.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "R. Earl Lewis, Jr." in a cursive style.

R. Earl Lewis, Jr.  
Chairman

---

<sup>3</sup>

This funding goes to the Federal Transit Administration's Low or No Emission Vehicle (Low-No) competitive grant program, which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities: <https://www.transit.dot.gov/lowno>.

**ITEM 7 – Action**  
September 22, 2021

Regional Car Free Day 2021 Proclamation

**Action:** Approve the Car Free Day 2021 Proclamation

**Background:** In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.



# Proclamation

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington, DC region; and

**WHEREAS**, the TPB through its Commuter Connections program organizes and promotes the annual Car Free Day event along with its jurisdictional network members throughout the region; and

**WHEREAS**, Car Free Day invites those who live and work in the region to telework and try alternative forms of transportation such as transit, bicycling, walking, and “car-lite” methods such as carpools and vanpools in a safe and healthy manner; and

**WHEREAS**, Car Free Day benefits the National Capital Region through improved air quality, mobility, energy conservation, and reduced parking demands; and

**WHEREAS**, Car Free Day corresponds with the culmination of European Mobility Week’s 20th celebration of sustainable mobility from September 16-22, 2021.

**NOW THEREFORE**, be it resolved that the National Capital Region Transportation Planning Board:

1. Proclaims Car Free Day throughout the Washington Metropolitan region to be observed on Wednesday, September 22, 2021; and
2. Encourages those who live and work in the region to take the pledge to be Car Free or Car-lite at [www.CarFreeMetroDC.org](http://www.CarFreeMetroDC.org); and
3. Acknowledges TPB member jurisdictions who have adopted similar proclamations in support of Car Free Day 2021.

---

*Chair, National Capital Region Transportation Planning Board*



National Capital Region  
Transportation Planning Board



# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

---

## Car Free Day 2021

Nicholas Ramfos  
Transportation Operations Program Director



National Capital Region  
Transportation Planning Board



# Car Free Day Background

- Started in Europe in 1995.
- Global in 2000.
- Celebrated in 1,500 cities in 40 countries.



# International

London, England



Manila, Philippines



Rwanda





- Coincides with European Mobility Week.
- An annual campaign on sustainable urban mobility, Sept 16-22.
- Aims to introduce and promote sustainable transportation measures as alternatives to car use.





# EUROPEAN MOBILITY WEEK

16-22 SEPTEMBER 2021

*Move Sustainably. Stay Healthy.*

- The week culminates on Car Free Day, September 22.
- Participating cities set aside one or more areas solely for pedestrians, cyclists and public transportation for the whole day.



# Media Coverage

- Commuter Connections Wants You to Commit to a Car Free Tuesday
- CTV News Car Free Day
- Calendar Listings



# Car Free Day Washington DC Region

- Began as D.C. centric in 2007.
- Regionally in 2008.
- Promotes alternative forms of transportation - transit, bicycling, scootering, and walking.
- Car-lite methods such as carpools and vanpools.
- Telework.



# Car Free Day Background

- Not just commuters.
  - Seniors
  - Students
  - Homemakers
- People who ordinarily travel SOV to work, errands, and classes.
- Pledge Goal 5,000.



# Car Free Day Partnerships





# Car Free Day Web Site



**9.22.21**  
**COMMUTE WITH CONFIDENCE**

**Take the Free Pledge**

**Use Safe and Healthy Practices.**

**CAR FREE DAY**  
SEPTEMBER 22, 2021

[HOME](#)

[ABOUT US](#)

[HOW TO BE CAR FREE](#)

[THE CAR FREE PLEDGE](#)

[PRIZES & PROMOTIONS](#)

[NEWS](#)

[SPONSORS & PARTNERS](#)

[CONTACT](#)

Home

[Home](#)



**TAKE THE PLEDGE TODAY, IT'S FREE.**  
And you could Win Great Prizes!



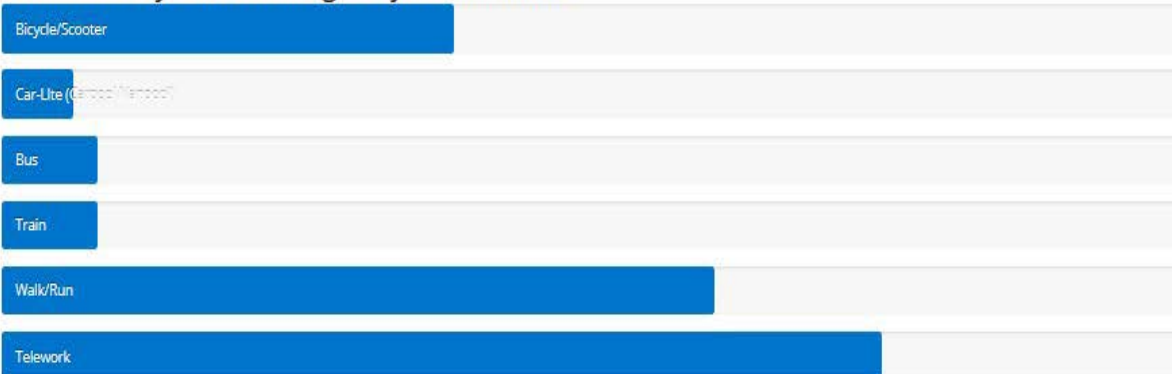
# Website Leaderboard



3,834

Total Pledges

## Car Free Day 2020 - Pledges by Travel Mode



# Promotional Materials

Take the Free Pledge at [CarFreeMetroDC.org](http://CarFreeMetroDC.org)



# CAR FREE DAY

SEPTEMBER 22, 2021

**Use Safe and Healthy Practices.**  
Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite!

#CarFreeDay @CarFreeMetroDC

**COMMUTER CONNECTIONS.**  
A SMARTER WAY TO WORK

[CARFREEMETRODC.ORG](http://CARFREEMETRODC.ORG) 800.745.RIDE



**CAR FREE DAY**  
METRO DC



**9.22.21**  
COMMUTE WITH CONFIDENCE



# Social Media

## facebook

**Car Free Day**  
Published by Hootsuite · 20h · 🌐

Replace your gas pedal with bike pedals when you go car free or car-lite on Wednesday, September 22, for Car Free Day! Take the free pledge at <https://bit.ly/CarFreeDay2021> and enter our raffle to win great prizes from sponsors based in Metro DC. #CarFreeDay2021 #CarFreeMetroDC



**TRADE IN THE GAS PEDAL**

**CAR FREE DAY METRO DC**  
9.22.21  
COMMUTE WITH CONFIDENCE

The graphic features a man with a backpack riding a bicycle on a city street. The text 'TRADE IN THE GAS PEDAL' is on the left, and the Car Free Day logo with the date and slogan is on the right.

## twitter

**Take the Free Pledge**



**CAR FREE DAY METRO DC**  
9.22.21

**Safe and Practices.**

**CAR FREE DAY**  
SEPTEMBER 22, 2021

Following

**Commuter Connections**  
@CarFreeMetroDC Follows you

Car Free Day is an international event celebrated in the Washington DC region on Sept 22nd. Take the pledge today and go car free or car-lite!

[carfreemetrodc.org](http://carfreemetrodc.org) Joined July 2009

116 Following 734 Followers

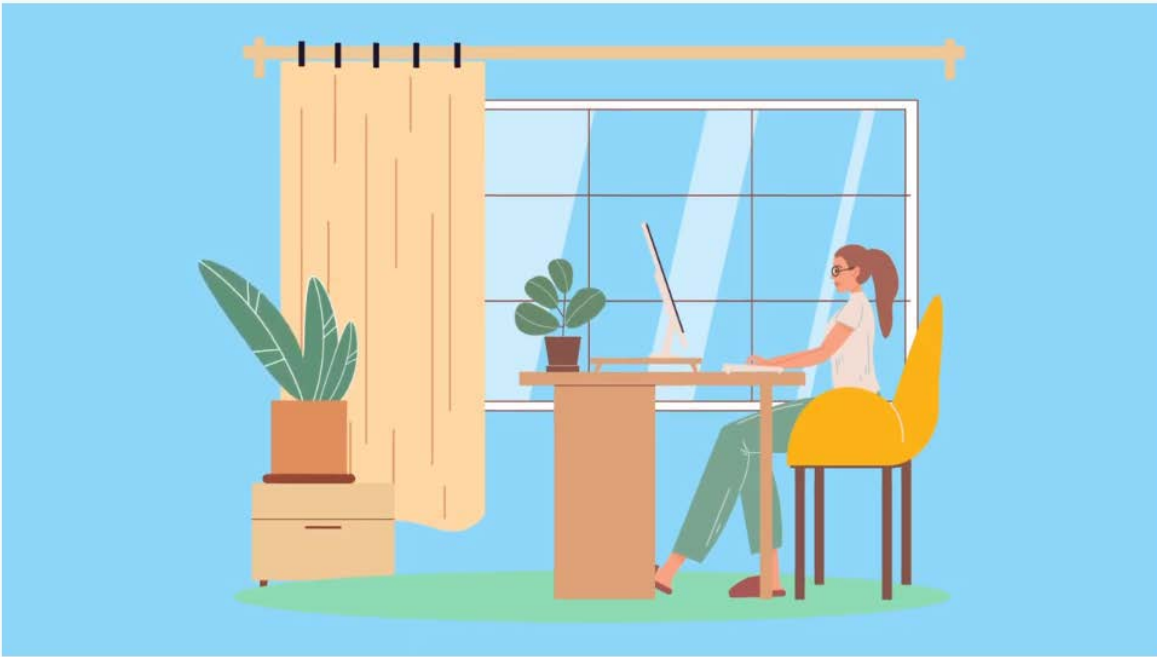
Followed by AAA Mid-Atl DC News, T2O, and 3 others you follow



The Twitter profile card for Car Free Day Metro DC. It features a header with the text 'Take the Free Pledge' and a row of icons representing different modes of transport. Below that is the Car Free Day logo and the slogan 'Safe and Practices.' To the right is a large graphic with the text 'CAR FREE DAY SEPTEMBER 22, 2021' and an illustration of people using various transport modes. The profile name is 'Car Free Day' and the bio describes the event. It shows 116 following and 734 followers, and lists some accounts followed.



# Paid Social Media



youtube.com/watch?v=mXcoqN6YrcI

Apps Test Site New Com... The Bike Rack Sharepoint New Tab Open Streets DC ZIP Free zipcode looku... Regional Transporta... Commuter Connect...

YouTube Search

Car Free Day 2020

27,797 views · Sep 8, 2020

Commuter Connections  
129 subscribers

3 0 SHARE SAVE ...

SUBSCRIBE

The screenshot shows a YouTube video player interface. The video content is a flat-style illustration of a woman with glasses and a ponytail sitting at a wooden desk, working on a laptop. She is wearing a white shirt and green pants. The desk is positioned in front of a large window with a wooden frame. To the left of the window, there are yellow curtains hanging from a wooden rod. A potted plant with large green leaves sits on a small wooden side table next to the desk. The background is a solid light blue color. Below the video, the title 'Car Free Day 2020' is displayed, along with the view count '27,797 views · Sep 8, 2020'. The channel name 'Commuter Connections' and subscriber count '129 subscribers' are visible. Interaction icons for likes (3), comments (0), share, save, and a menu are present. A red 'SUBSCRIBE' button is located at the bottom right of the video player.



# Digital Ads

Advertising Contact Us Clasificados Powermeter Subscribe Search

ElTiempoLatino

>> AL MOMENTO LA CRISIS DEL COVID-19

Coronavirus Américas Nacional Deportes Mundo Entretenimiento Local Lifestyle Opinión Business Tecnología Salud

**CAR FREE DAY** METRO DC 9.22.20 COMMUTE WITH CONFIDENCE

Haz un compromiso gratis para poder ganar grandes premios, incluso si no tienes carro o lo usas poco.

#CarFreeDay @CarFreeMetroDC

COMMUTER CONNECTIONS. A SMARTER WAY TO WORK. CARFREE.METRODC.DC 800.745.8032

Apoye el periodismo local en español. Nuestra cobertura del coronavirus es vital hoy más que nunca. **APOYE**

¿Conviene tomar vacaciones ahora? 0

Desconectar no es ser irresponsable, sino tomar aliento para emprender la carrera con más fuerza

¿ESTÁS LISTO PARA SER EL PROPIETARIO DE UNA CASA?

George Mason Mortgage es el promotor local con experiencia que necesitas.

GEORGE MASON MORTGAGE

COMIENZA AHORA

**CAR FREE DAY** METRO DC 9.22.20 COMMUTE WITH CONFIDENCE

Haz un compromiso gratis para poder ganar grandes premios, incluso si no tienes carro o lo usas poco.

#CarFreeDay @CarFreeMetroDC

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Apoye el periodismo local en español. Nuestra cobertura del coronavirus es vital hoy más que nunca. **APOYE**

Junta Electoral de Maryland informa envío de solicitudes de boletas de votación a electores

La Junta Electoral de Maryland anunció este lunes 31 de agosto que las solicitudes de boletas de votación para los comicios del 3 de noviembre se enviarán por correo a los electores elegibles, entre al

Policía de DC y manifestantes se enfrentaron cerca de la Plaza Black Lives Matter

Pandemia: En cinco meses se perdieron más empleos que en crisis de 2008

Horóscopo Semanal

Horóscopo semanal de El Tiempo Latino



# Sponsors



capital bikeshare



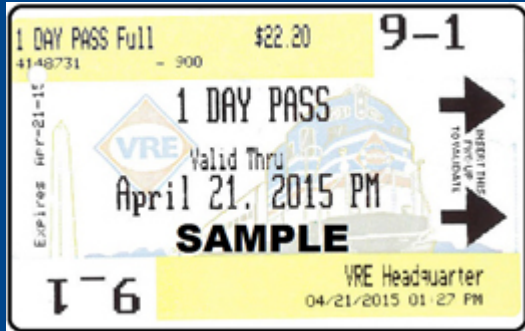
HipCityVeg



**caboose**  
BREWING CO.



# Prizes

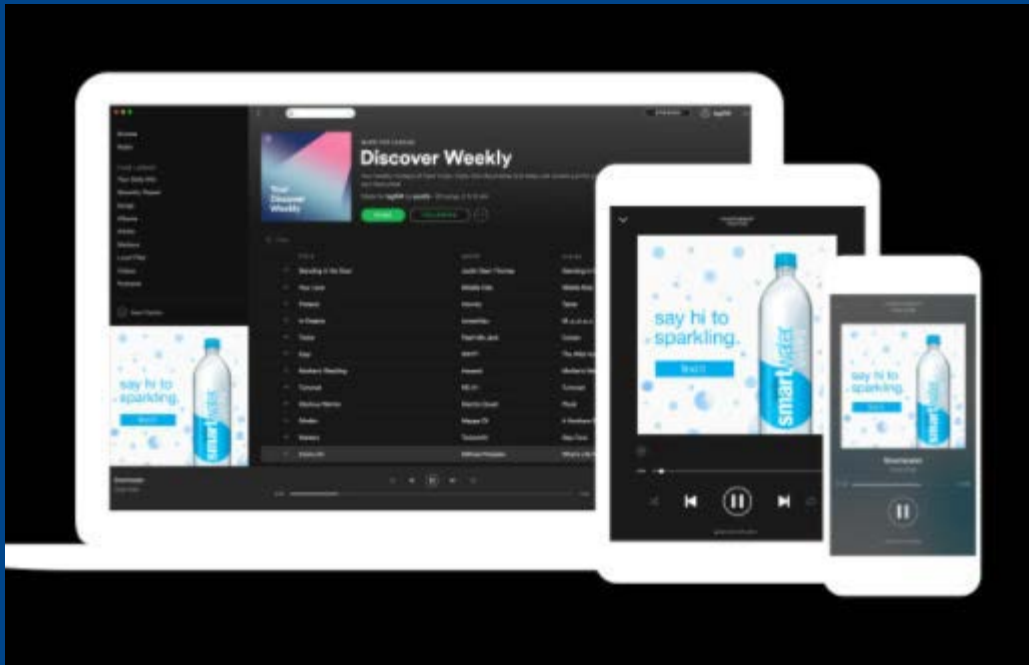




# Radio Support



# Spotify



# CAR FREE DAY METRO DC



**9.22.20**

**COMMUTE WITH CONFIDENCE**

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite.



#CarFreeDay @CarFreeMetroDC

**COMMUTER CONNECTIONS.**  
A SMARTER WAY TO WORK

CARFREEMETRODC.ORG 800.745.RIDE



# Transit



# Native Article



Est. 2006

SPONSORED

## Finally, Something to Celebrate: Car Free Day!

PoP Sponsor September 8, 2020 at 12:15pm

9.22.20

**CAR FREE DAY**

TAKE THE **FREE** PLEDGE AT [CARFREEMETRODC.ORG](http://CARFREEMETRODC.ORG) TO BE ELIGIBLE FOR GREAT **PRIZES!**

Icons representing various transportation modes: car, bicycle, wheelchair, stroller, train, bus, and walking.

**CAR FREE DAY** METRO DC  
9.22.20  
COMMUTE WITH CONFIDENCE

#CarFreeDay @CarFreeMetroDC  
**COMMUTER CONNECTIONS.**  
A SMARTER WAY TO WORK

Use Safe and Healthy Practices. Wear Masks, Social Distance, Wash Hands. [CARFREEMETRODC.ORG](http://CARFREEMETRODC.ORG) 800.745.RIDE



Has it been a year already? Don't look now, but Tuesday, September 22, is officially Car Free Day.

Car Free Day is an international event that heightens awareness of the impact of traffic on the quality of life in the region and is celebrated in more than 2,000 cities in 46 countries. Locally, the event is hosted by [Commuter Connections](#), the regional network of transportation organizations coordinated by the [Metropolitan Washington Council of Governments](#).

# Jurisdiction Events



# Capital Area Car Free College Campus Challenge



**9.22.20**

# CAR FREE DAY

Use Safe and Healthy Practices. Wear Masks, Social Distance, Wash Hands.

Take the free pledge to be eligible for great prizes! Take the free pledge, even if you're already car free or car-lite.

#CarFreeDay @CarFreeMetroDC

**COMMUTER CONNECTIONS.**  
A SMARTER WAY TO WORK

CARFREEMETRODC.ORG 800.745.RIDE



**CAR FREE DAY**  
METRO DC

Join the Capital Area Car Free College Campus Challenge!

**9.22.20**  
COMMUTE WITH CONFIDENCE



# 2021 Regional Proclamation



## Proclamation

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington, DC region; and

**WHEREAS**, the TPB through its Commuter Connections program organizes and promotes the annual Car Free Day event along with its jurisdictional network members throughout the region; and

**WHEREAS**, Car Free Day invites citizens of the region to telework and try alternative forms of transportation such as transit, bicycling, walking, and "car-lite" methods such as carpools and vanpools in a safe and healthy manner; and

**WHEREAS**, Car Free Day benefits the National Capital Region through improved air quality, mobility, energy conservation, and reduced parking demands; and

**WHEREAS**, Car Free Day corresponds with the culmination of European Mobility Week's 20th celebration of sustainable mobility from September 16-22, 2021.

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1. Proclaims Car Free Day throughout the Washington Metropolitan region to be observed on Wednesday, September 22, 2021; and
2. Encourages citizens to take the pledge to be Car Free or Car-lite at [www.CarFreeMetroDC.org](http://www.CarFreeMetroDC.org); and
3. Acknowledges TPB member jurisdictions who have adopted similar proclamations in support of Car Free Day 2021.

\_\_\_\_\_  
*Chair, National Capital Region Transportation Planning Board*





Nicholas Ramfos

Transportation Operations Programs

Director

(202) 962-3313

[nramfos@mwkog.org](mailto:nramfos@mwkog.org)



[carfreemetrodc.org](http://carfreemetrodc.org)

Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
Transportation Planning Board



**ITEM 8 – Action**  
September 22, 2021

Transit Within Reach

**Action:** Approve Transit Within Reach technical assistance projects.

**Background:** Staff solicited applications for the initial round of Transit Within Reach Program technical assistance between May 3 and July 1, 2021. The board will be briefed and asked to approve the applications that are being recommended for FY 2022 funding.



## **MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board  
**FROM:** Nicole McCall, Transportation Planner  
**SUBJECT:** FY 2022/23 Transit Within Reach Technical Assistance Funding Recommendations  
**DATE:** September 16, 2021

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The TPB is scheduled to review and approve the first round of Transit Within Reach technical assistance projects on September 22. This memo provides information on the recommendations of the selection panel for the FY 2022/23 round of technical assistance under the TPB's Transit Within Reach Program.

### **PROGRAM BACKGROUND AND PURPOSE**

Over the next decade, more than half of the region's job growth and over 40 percent of the region's new households are forecast to be located within a half-mile of high-capacity transit. Yet, even where transit is physically close, it often is not within reach for people who walk and bike. Sidewalks are missing, crosswalks are unsafe, trails and paths are yet to be built.

Over the last couple of decades, a regional consensus has confirmed the importance of walk and bike access to transit. Visualize 2045 identified "Improving Walk and Bike Access to Transit" as one of seven regional initiatives that can positively affect travel conditions in the future. The Visualize plan noted that investments to improve nonmotorized access to transit should be considered regionally significant because they will not simply serve local circulation needs but will also improve access to regional transit systems, including Metrorail, commuter rail, light rail, streetcar, and bus rapid transit. In July 2020, the TPB approved a list of 49 Transit Access Focus Areas, high priority locations for improving access to transit. These are places with deficiencies in the existing walksheds around stations as well as the presence of latent demand for walking and biking. We are now sharpening our focus on this issue with a new program. Its goal is to move small, high-impact projects that improve bike and walk access to transit into preliminary design or preliminary engineering (up to 30 percent).

The Transit Within Reach Program has just gone through its first solicitation. During the selection panel meeting in August, the group identified three projects to recommend for funding in FY 2022/23. The TPB is scheduled to review and approve the panel's recommendations on September 22.

### **FUNDING RECOMMENDATIONS FOR FY 2022/23**

A total of \$250,000 is available in FY 2022/23 through the Unified Planning Work Program (UPWP) Technical Assistance Regional Transit Account. The selection panel recommends the three projects below for funding.

The recommended projects are consistent with the priorities of the Transit Within Reach Program:

- the projects are in Transit Access Focus Areas and improve bike/ped access to high-capacity transit;
- the projects support access improvements that will increase transit ridership and/or utilization of available ridership capacity;
- the projects will improve access for low-income communities and communities of color; two projects are within Equity Emphasis Areas; and
- the applications described strategies to advance the projects to construction.

Projects recommended for funding:

**Preliminary Design for new shared-use path connection within Broad Run Transit Access Focus Area**  
*City of Manassas, \$74,000*

This project will develop the preliminary design for a new shared-use path connection to the Broad Run VRE Station. It will tie in with the VRE Broad Run Expansion project which is in final design and will provide new platform access north of the railroad tracks, a multimodal parking facility, and a pedestrian tunnel to access the platform. This project will provide the last missing link for a safe and direct bicycle and pedestrian access from the City to the expansion of the Broad Run Station. The final products will include a survey, preliminary design plans and typical sections for the trail, and a cost estimate for final design and construction.

**Preliminary Engineering of the Walter Johnson Road Shared-use Path Connection to the Germantown MARC Station**

*Montgomery County, \$85,000*

This project will complete the preliminary design for a new shared-use path. This facility will give people walking and biking from nearby residential and commercial areas a consistent, comfortable, and direct connection to the Germantown MARC station. The Germantown station is the highest ridership station in the MARC system, excluding Union Station, on the Brunswick line, and ridership growth is currently constrained by parking availability since most riders arrive by car. This connection will support growth in ridership by reducing the need for patrons to drive from nearby locations. The final products will include preliminary design plans and a cost estimate for the Walter Johnson Road Shared-Use path.

**Suitland-Silver Hill Neighborhood Pedestrian and Bike Access Improvement Project**

*Prince George's County, \$85,000*

This project will develop 30 percent designs for safe pedestrian and bicycle facilities, as well as traffic calming features to connect the neighborhood along Navy Day Drive, Navy Day Place, and Glenn Drive to the Suitland Metro Station. Nearly a quarter of the households within the project area do not have access to a car and the neighborhood lacks infrastructure to support safe walk access to the station. Planned improvements include new sidewalk, path, and curb, traffic calming elements, signing and pavement markings, pedestrian-scale lighting, potential landscaping, and new bus shelters. The final products will include the preliminary design plans, a topographic survey, and a cost estimate.

## **APPLICATION PROCESS**

On May 3, 2021, the TPB issued a call for projects for the FY 2022/23 round of the Transit Within Reach Program. The deadline for application submissions was July 1, 2021. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger applications.

Technical assistance was offered in an amount of up to \$85,000 for preliminary design or engineering projects. The Call for Projects and the application placed a focus on improving walk and bike access to transit (in particular in Transit Access Focus Areas), access improvements that will increase transit ridership and/or utilization of available ridership capacity, access for low-income communities and communities of color, collaboration with other agencies or jurisdictions, and strategies to advance projects to construction.

The TPB received six applications in response to this solicitation. Total requested funding for the entire application package was \$474,000.

For this application cycle, \$250,000 is available from the Regional Transit UPWP Technical Assistance Account.

## **SELECTION PROCESS**

The selection panel included the following members:

- James Carrington, Chair of Bicycle and Pedestrian Subcommittee
- Deanna Archey, Chair of Regional Public Transportation Subcommittee
- Charlene Howard, TPB staff
- Nicole McCall, TPB staff
- John Swanson, TPB staff

The selection panel met on August 17 and August 20 to review the project applications and develop a list of recommended projects for the FY 2022/23 round of technical assistance. The selection panel used program priorities and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance based on their assessments of the projects as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for the panel's collective discussion.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of three projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel aimed to equitably allocate funding across the region and across the modes of transit, while selecting projects that improve walk and bike access to high-capacity transit.

## **PROPOSED PROJECT COMPLETION TIMELINE**

On September 22, 2021, the TPB will be asked to approve the proposed slate of three projects for technical assistance under the FY 2022/23 Transit Within Reach Program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin soon after consultant contracts are signed. The projects will be scheduled for completion near the end of calendar year 2022.

For further questions regarding the Transit Within Reach Program, contact Nicole McCall ([nmccall@mwkog.org](mailto:nmccall@mwkog.org); 202-962-3341) or John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295).

# TRANSIT WITHIN REACH

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## FY 2022/23 Technical Assistance

Nicole McCall, TPB Transportation Planner

Transportation Planning Board  
September 22, 2021



# Background

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- More than half of the region's job growth and over 40 percent of new households over the next decade are expected to be within a half-mile of high-capacity transit
- Even where transit is physically close, it often is not within reach for people who walk and bike



# Purpose

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- New Program / First Round
- Goal to move small, high-impact projects that improve walk and/or bike access to transit into preliminary design or preliminary engineering (up to 30 percent)
- Program funded by UPWP Technical Assistance Regional Transit Account





# Solicitation

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- \$250,000 contributed for first round (FY 2022/23)
- Application solicitation period May 3 to July 1, 2021
  - Optional Abstracts due May 18
- 6 applications were received for \$474,000 in funding requests
- Short-term consultant services, not direct financial assistance
- Projects to be completed in late 2022/early 2023
- Solicitation to be repeated every other year



# Program Priorities

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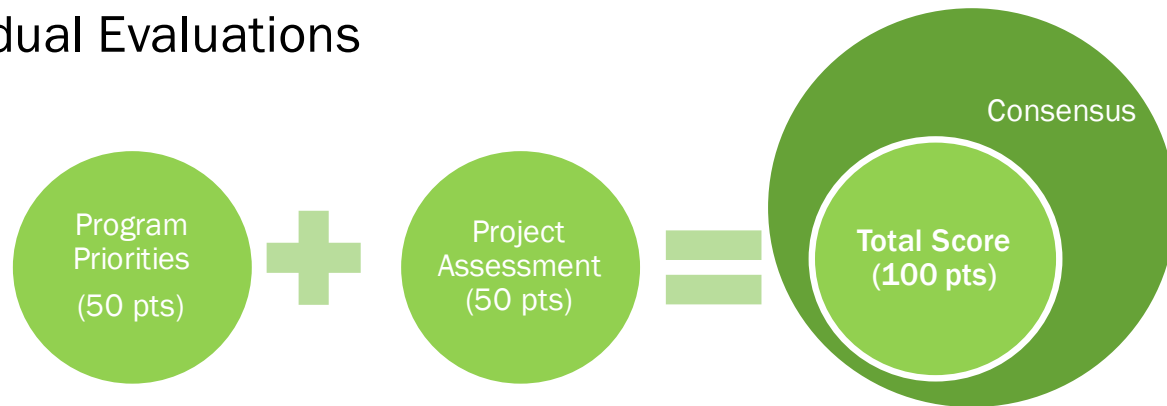
Seeking preliminary design and engineering projects that:

1. Improve bike/ped access to High-Capacity Transit, in particular, to our Transit Access Focus Areas
2. Increase transit ridership and/or utilize available ridership capacity
3. Improve access for low-income communities and communities of color
4. Demonstrate collaboration with other agencies or jurisdictions
5. Demonstrate strategies to advance project to construction



# Selection

- Selection Panel
  - Chair of Regional Public Transportation Subcommittee
  - Chair of Bicycle and Pedestrian Subcommittee
  - 3 TPB Staff
- Individual Evaluations



- Consensus Building Meeting – Seek balance among projects (transit modes, regional balance, equity)

# Overview of Recommendations

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- 3 applications recommended for funding:
  - In Transit Access Focus Areas and improve bike/ped access to high-capacity transit
  - Support access improvements that will increase transit ridership and/or utilization of available ridership capacity
  - Improve access for low-income communities and communities of color; 2 projects are within Equity Emphasis Areas
  - Demonstrate strategies to advance project to construction
- 2 commuter rail projects; 1 Metrorail project
- 2 projects in Maryland; 1 project in Virginia



# Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
City of Manassas	Preliminary design for new shared-use path connection within Broad Run Transit Access Focus Area (TAFA)	\$74,000
Montgomery County	Preliminary Engineering of the Walter Johnson Road Shared-use Path connection to the Germantown MARC Station	\$85,000
Prince George's County	Suitland-Silver Hill Neighborhood pedestrian and Bike Access Improvement Project	\$85,000



# Next Steps

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- Seek TPB approval of project recommendations at meeting on September 22
- Begin consultant selection process



# Nicole McCall

Manager, Planning Research and Assistance  
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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
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National Capital Region  
**Transportation Planning Board**

## **ITEM 9 – Information**

September 22, 2021

### COG Board Retreat

#### **Background:**

The COG Leadership Retreat took place in July 2021 including members of the COG Board of Directors and policy committee leadership. Participants discussed ways to prioritize High-Capacity Transit Station Areas (HCTs) and Equity Emphasis Areas (EEAs) throughout the region. The COG Board will consider resolutions at the October meeting to adopt regional and local mechanisms for optimizing land use around HCTs and EEAs throughout all of COG's planning.





## MEMORANDUM

**TO:** Members of the Transportation Planning Board  
**FROM:** Chuck Bean, COG Executive Director  
**SUBJECT:** COG Board Leadership Retreat Update and October Action Items  
**DATE:** September 16, 2021

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The COG Leadership Retreat took place in July 2021, attended by members of the COG Board of Directors and its policy committee leadership. Participants discussed ways to optimize the region's High-Capacity Transit Station Areas (HCTs) and enhance Equity Emphasis Areas (EEAs)—two planning constructs that originated with the TPB's work.

In October, the COG Board will consider two resolutions endorsing HCTs and EEAs as key planning concepts and tools to inform regional and local decision making and action. These actions will help the region work toward building transit-oriented communities, which in turn will help manage growth and achieve multiple regional goals, including those related to housing and climate change.

At the September TPB meeting, I will provide a briefing on these latest COG Board of Directors actions and opportunities for synergy.

## ATTACHMENTS

Included in this packet, TPB members will find the following items for their information:

- July 2021 Memo to COG Leadership Retreat Participants on HCTs
- July 2021 Memo to COG Leadership Retreat Participants on EEAs
- September 2021 Draft COG Board of Directors Resolution Endorsing High-Capacity Transit Station Areas as a Key Planning Concept
- September 2021 Draft COG Board of Directors Resolution Endorsing Equity Emphasis Areas as a Key Planning Concept
- My Upcoming September 2021 Presentation to the TPB



## MEMORANDUM

**TO:** COG Board of Directors

**FROM:** Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning  
Paul Desjardin, COG Community Planning and Services Director  
Timothy Canan, COG Planning Data and Research Program Director

**SUBJECT:** High-Capacity Transit Station Areas

**DATE:** July 19, 2021

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## SUMMARY

As metropolitan Washington emerges from COVID-19, it will be key for the region to focus on connectivity and creating transit-oriented communities to sustain and enhance our current and future residents' quality of life and remain economically competitive.

At the 2021 Leadership Retreat, the COG Board of Directors will consider the potential for optimizing 225 High-Capacity Transit Station Areas (HCTs) in our region. These are areas around Metrorail, commuter rail, light rail (Purple Line), bus rapid transit/Streetcar stations that are currently in place or will be by 2030.

According to COG's latest draft Round 9.2 Cooperative Forecasts, there were 3.4 jobs million and 5.7 million residents in the region in 2020. Between 2020 and 2030, the region is forecast to add 406,000 more jobs, an increase of 12 percent, and 592,000 more residents, an increase of 10 percent. Although HCTs make up just 10 percent of the region's land mass—or 350 square miles—42 percent of the region's new household growth and 55 percent of new job growth will occur in HCTs.

To plan for this growth, it will be important that the region take actions that optimize its land use and transportation systems to develop communities that leverage current and planned assets.

As outlined in this memo and in this packet, optimizing HCTs could mean endorsing the 225 HCTs for special consideration in local decision making. For example, implementing local projects that prioritize bike and walk access to transit. This could include completing the National Capital Trail Network (NCTN) of off-street trails and ensuring new development offers a wide range of uses, including housing choices for residents of mixed-incomes. Members will have the opportunity to consider this at the retreat.

This memo describes staff's collaborative work with member jurisdictions to help realize the region's goal of building transit-oriented communities that advance the region's shared vision of being a more prosperous, accessible, livable, and sustainable metropolitan Washington for all.

Having access to transit is critical not just to get the most out of the infrastructure investments already made, but also to build successful transit-oriented communities. Investing efforts to build successful transit-oriented communities will advance multiple regional goals from transportation and land use, to housing, and climate.



## BACKGROUND

The TPB approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. For the first time, the plan included a set of aspirational initiatives that, with additional resources, could substantially address mobility and accessibility issues in the region. One of these aspirational initiatives, *Bring Jobs and Housing Closer Together*, calls for locating future jobs and housing in Regional Activity Centers (RAC) and in areas served by HCTs. This assessment was done in response to concern over increased traffic congestion, inefficient land-use patterns, and inadequate housing options and affordability—all of which can undermine the region's ability to support vibrant and equitable communities and a competitive regional economy.

The COG Board of Directors, recognizing this linkage of livability and accessibility, has made transit-oriented communities one of its focus areas. The COG Board adopted regional housing targets in September 2019, the culmination of its year-long work with its Housing Strategy Group, the Planning Directors Technical Advisory Committee, and the Housing Directors Advisory Committee assessing the adequacy and location of housing in the region. This assessment of the region's housing needs, along with adopting regional housing targets, aligns with and advances *the Bring Jobs and Housing Closer Together* initiative contained in *Visualize 2045*.

One of the three elements of the regional housing targets is that at least 75 percent of all new housing (between 2020 and 2030) should be in RAC or near HCTs. While RACs provide the opportunity to concentrate growth in housing and jobs in specific locations, HCTs greatly enhance this wise land use planning by offering sustainable, affordable transportation options.

## HIGH-CAPACITY TRANSIT STATION AREAS

The region has set important goals for the short term through 2030, including on housing, emissions, and air quality (federal air quality standard must be attained in the next four years). The TPB's goals for mobility and accessibility, while not time specific, are no less urgent. To attain these goals regionwide, it would be helpful to identify geographic areas where efforts can be focused to build and cultivate transit-oriented communities.

The region has a well-established HCT system that includes heavy urban and commuter rails, light rails, Streetcars, and BRT services, and these services are expanding. Local land use planners over the past decades have considered these HCTs in their land use planning decisions as good locations to concentrate future growth to promote desirable development patterns. Some of the stations are served by multiple transit systems. For example, Union Station, Crystal City, and Greenbelt each are served by both Metrorail and commuter rail, two types of HCT service.

*Visualize 2045* indicates that the region will have 225 HCTs by 2030. Figure 1 on the previous page identifies the locations of these 225 HCTs. Table 1 lists the 2030 HCTs by jurisdiction and the type of transit service available.

**Table 1: High-Capacity Transit Station Areas, 2030**

JURISDICTION	TOTAL	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / B R T
City of Alexandria	21	0	0	1	4	16
Arlington County	19	0	0	8	4	7
City of College Park	5	0	3	0	2	0
District of Columbia	55	0	0	34	6	15
Fairfax County	28	4	0	11	2	11
Frederick County	3	3	0	0	0	0
City of Frederick	1	1	0	0	0	0
City of Gaithersburg	6	1	0	0	1	4
City of Laurel	1	1	0	0	0	0
Loudoun County	3	0	0	3	0	0
City of Manassas	1	1	0	0	0	0
City of Manassas Park	1	1	0	0	0	0
Montgomery County	47	7	8	5	4	23
Prince George's County	23	4	6	12	1	0
Prince William County	5	4	0	0	1	0
City of Rockville	6	0	0	1	1	4
<b>Regional Total</b>	<b>225</b>	<b>27</b>	<b>17</b>	<b>75</b>	<b>26</b>	<b>80</b>

Of these, 203 will be within RAC and 22 outside of these centers. For nearly two decades, RAC have been the adopted, preferred option to advance our shared vision for the region and manage its growth. Optimizing HCTs are an important strategy in this effort and the presence of a HCT station in an RAC offers added opportunity.

### WHY OPTIMIZE HCTS

Investing in transit access in HCTs, particularly those within a RAC, supports convenient and safe accessibility to transit, can increase transit usage, reduce household transportation costs, provide a wider range of travel options for residents and workers, and maximizes the return on the region's investment in transit.

Even where transit exists, or is planned to be within reach, accessing the stations can be difficult and/or dangerous without proper infrastructure surrounding it. Barriers to walking and biking cause many people to drive their cars even if they live or work close to a station. Having to own a car for basic mobility adds to the financial stress on households, and for many it is not a choice. Thus, transit-dependent populations are often forced to use circuitous routes or navigate unsafe conditions when they walk or bike to transit. Such inequities to transportation access and options affect people's quality of life and renders transit as an unviable and unaffordable option.

Non-motorized access to HCTs can be viewed from the perspective of walking (typically 10 minutes or one-half mile around the destination, referred to as the “walkshed”) and bicycling/other micro-mobility (about one mile around the destination). The population and employment within these walk or micro-mobility access areas, both current and projected for 2030, provides a measure of the potential beneficiaries of any action that optimizes these areas. Table 2 lists the profiles of all station areas in a jurisdiction within half-mile walksheds and Table 3 for areas within one-mile bikesheds. A list of these station areas and the RAC associated with them is provided at the end of the memo.

**Table 2: 2030 High-Capacity Transit Station Areas - Half Mile Walkshed Area Profiles**

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
<b>REGION</b>	<b>208</b>	<b>2,127,517</b>	<b>2,435,006</b>	<b>2,014,335</b>	<b>2,285,815</b>
<i>Jurisdiction</i>					
City of Alexandria	19	144,910	158,759	103,835	120,538
Arlington County	19	168,807	188,316	185,003	205,567
District of Columbia	53	610,857	713,840	810,584	899,729
Fairfax County	27	332,250	418,263	318,741	378,137
Frederick County	3	20,464	26,334	30,581	33,009
Loudoun County	2	14,525	24,971	25,388	40,834
Montgomery County	53	502,374	555,855	379,921	426,616
Prince George’s County	27	283,583	292,842	136,488	152,269
Prince William County	5	49,747	55,826	24,494	29,116

**Table 3: 2030 High-Capacity Transit Station Areas - One Mile Bikeshed Area Profiles**

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
<b>REGION</b>	<b>225</b>	<b>1,728,851</b>	<b>2,462,990</b>	<b>1,786,492</b>	<b>2,366,883</b>
<i>Jurisdiction</i>					
City of Alexandria	21	96,526	180,128	79,366	113,000
Arlington County	19	128,555	184,528	194,380	230,329
District of Columbia	55	570,875	671,778	810,959	900,104

Improving accessibility to transit in the immediate vicinity of transit stations can attract housing, which improves connections among housing, employment locations, and commercial and entertainment centers.

## FOCUSING TOGETHER ON HCTS

Building successful transit-oriented communities is an integral part of the efforts to realize many of the region's goals, as shown in Figure 2 below. Even before HCTs were identified as a focus of the region's adopted housing targets, COG's *Region Forward Vision* called for integrating land use and transportation to advance Prosperity, Accessibility, Livability, and Sustainability for all metropolitan Washington residents.

**Figure 2: Summary of Impact Areas of HCT Station Area Access Improvements**



Moving forward, optimizing HCTs could entail:

- Maximizing land area and using it to provide for a variety of activities (jobs, housing, shopping, entertainment, health care, education, etc.).
- Providing safe and convenient non-motorized modes access to the transit station and the activities in the immediate vicinity.
- Ensuring that area remains affordable to all sectors of the population group.

For example, all consideration that jurisdictions and agencies can give to prioritizing projects, programs, and policies to provide walk and bike access to HCTs by 2030 will contribute to bolstering the region's shared goals. And, the TPB is further focusing these efforts by prioritizing Transit Access Focus Areas (TAFAs) in its initiatives. These areas are a subset of HCTs (49 of 225 HCTs) identified as being most urgently in need of these types of non-motorized enhancements.

Table 4 illustrates the many ways that improving walk and bike access to HCTs can contribute to the region's goals and targets, especially beyond transportation.

Transit-oriented communities have the potential to help the region achieve its housing, accessibility, and climate goals in an equitable manner and provide for a sustainable prosperity for all. To achieve these goals, the region should work with strategic partners—major employers, developers, and philanthropy—to re-affirm local and regional commitments and resources for focusing growth in these priority places.

## **WEAVING IN EQUITY**

As part of the retreat briefings, staff will also highlight opportunities to address equity disparities in the region using the Equity Emphasis Area (EEA) framework. These areas have higher concentrations of low-income and/or minority populations compared with the regional average. The proximity of HCTs to EEAs is an important measure of opportunities for affordable and effective means of mobility to all people. Building on the idea that HCTs represent good locations to further optimize land use and transportation, investments in HCTs that are in or in close proximity to EEAs help ensure equitable investments are being made for all residents in the region.

Staff will also discuss how completing the National Capital Trail Network (NCTN), a network of regionwide off street trails suitable for non-motorized use, may support both the goal to optimize land use and transportation within HCTs as well as improving access to jobs for persons living in areas where equity is a concern.

More information on EEAs and the NCTN have been provided to board members for the retreat. When considered together, taking actions to optimize HCTs, further examining and addressing equity using the EEA framework, and investing in infrastructure like the completion of the NCTN can result in meaningful progress for the region in achieving its priorities and goals.



**Table 4: High-Capacity Transit Station Areas – 2030 Station Profiles**

No.	Region Forward Target	Transit Station Access Improvement Initiative
<b>Prosperity</b>		
1	Sustain an annual 2 to 4 percent growth rate in Gross Regional Product for the National Capital Region.	Improving access to transit stations can provide more balanced jobs and housing growth, which can support talent attraction and retention and improve regional economic competitiveness.
2	Improve access to vocational training and educational opportunities throughout the region.	With improved access to transit education, institutions throughout the region become more accessible.
<b>Accessibility</b>		
1	Beginning in 2012, capture 75 percent of the square footage of new commercial construction and 50 percent of new households in Activity Centers.	Providing safe and convenient non-motorized access to high-capacity transit stations in Activity Centers will make residential and commercial development in Activity Centers more attractive and viable.
2	Reduce daily vehicle miles (VMT) per capita.	Addressing the barriers to non-motorized access to transit will reduce auto travel and auto access to transit, thus reducing VMT per capita.
3	The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities.	With convenient walk and bike access to transit reducing auto travel and auto access of transit the performance of the roadway system will improve via reduced congestion.
4	Transportation investments will link Regional Activity Centers.	Improving access within ½ mile of the 208 high-capacity transit station areas will increase accessibility to 99 Activity Centers by 2030 – 70 percent of all Activity Centers or 98 percent of Activity Centers with high-capacity transit.
5	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan.	TPB approval of the transit station area access improvements will contribute to this regional goal.
6	By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income.	With increased walk and bicycle access to transit stations, need for auto travel/auto ownership can be reduced and reduce overall transportation costs.
7	Increase the share of walk, bike, and transit trips.	Improving walk and bike access to transit stations will contribute to all three elements of this goal.
<b>Livability</b>		
1	The majority of the Healthy People Goals are met by greater than half of the region's population.	The investment to connect transit stations to the communities for active modes of travel, walking and biking, will contribute to improved health. Reduced automobile travel will help decrease emissions of pollutants and improve air quality.
<b>Sustainability</b>		
1	By 2020, reduce regional greenhouse gas emissions by 20 percent below 2005 levels.	Increased transit usage and accessing transit stations by walking and bicycling, will help reduce fossil fuel combustion and reduce greenhouse gas emissions.
2	Beginning in 2014, the region's air quality will be improving, and ambient concentrations will be reduced below federal standards.	Increased transit usage will help reduce fossil fuel combustion and improve ambient air quality with reduced emissions of ozone forming nitrous oxides and volatile organic compounds, which lead to ozone formation.

**Table 5: High-Capacity Transit Station Areas – Existing and Planned by 2030**

No.	HCT Station Area	HCT System	Regional Activity Center
<b>Arlington County</b>			
1	23rd and Clark	Streetcar / B R T	Crystal City
2	23rd and Crystal	Streetcar / B R T	Crystal City
3	26th and Clark	Streetcar / B R T	Crystal City
4	27th and Crystal	Streetcar / B R T	Crystal City
5	33rd and Crystal	Streetcar / B R T	Crystal City
6	Arlington Cemetery	Metro	Pentagon
7	Army Navy Dr. station	Streetcar / B R T	Pentagon City
8	Ballston-MU	Metro	Ballston
9	Clarendon	Metro	Clarendon
10	Court House	Metro	Courthouse
11	Crystal City	Metro / Commuter Rail / Streetcar / B R T	Crystal City
12	East Falls Church	Metro	Falls Church
13	Pentagon	Metro / Streetcar / B R T	Pentagon
14	Pentagon City	Metro / Streetcar / B R T	Pentagon City
15	Ronald Reagan Washington National Airport	Metro	Crystal City
16	Rosslyn	Metro	Rosslyn
17	Shirlington Transit Center	Multimodal	Shirlington
18	South Glebe Rd	Streetcar / B R T	Crystal City
19	Virginia Square-GMU	Metro	Ballston
<b>City of Alexandria</b>			
1	Braddock Road	Metro / Streetcar / B R T	Braddock Road Metro Area
2	Custis Ave	Streetcar / B R T	Potomac Yard
3	East Glebe Rd	Streetcar / B R T	Potomac Yard
4	Eisenhower Avenue	Metro	Carlyle-Eisenhower East
5	Fayette St	Streetcar / B R T	Braddock Road Metro Area
6	King Street-Old Town	Metro / Commuter Rail	Carlyle-Eisenhower East
7	Landmark Mall	Streetcar / B R T	Landmark-Van Dorn
8	Mark Center	Streetcar / B R T	Beauregard
9	N. Beauregard St at Fillmore Ave	Streetcar / B R T	Beauregard
10	N. Beauregard St at King St	Streetcar / B R T	Beauregard
11	N. Beauregard St at Rayburn Ave	Streetcar / B R T	Beauregard
12	N. Beauregard St at Sanger Ave	Streetcar / B R T	Beauregard
13	N. Beauregard Street at W. Braddock Rd	Streetcar / B R T	Beauregard
14	N. Van Dorn St at Homes Run Parkway	Streetcar / B R T	Landmark-Van Dorn
15	N. Van Dorn St at Sanger Ave	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
16	Potomac Ave	Streetcar / B R T	Potomac Yard
17	Potomac Yards	Metro / Streetcar / B R T	Potomac Yard
18	Reed Ave	Streetcar / B R T	Potomac Yard
19	S. Van Dorn St & Edsall Rd	Streetcar / B R T	Landmark-Van Dorn
20	Southern Towers	Streetcar / B R T	Beauregard
21	Van Dorn Street	Metro / Streetcar / B R T	Landmark-Van Dorn
<b>City of Manassas</b>			
1	Manassas City	Commuter Rail	Manassas
<b>City of Manassas Park</b>			
1	Manassas Park	Commuter Rail	Manassas Park
<b>District of Columbia</b>			
1	Anacostia	Metro	Poplar Point
2	Archives-Navy Memorial-Penn Quarter	Metro	Downtown DC
3	Benning & 42nd NE	Streetcar / B R T	Minnesota Ave
4	Benning & Oklahoma Ave	Streetcar / B R T	H Street
5	Benning and 19th NE	Streetcar / B R T	H Street
6	Benning and 34th NE	Streetcar / B R T	Minnesota Ave
7	Benning and Minnesota Ave	Streetcar / B R T	Minnesota Ave
8	Benning Road	Metro / Streetcar / B R T	Minnesota Ave
9	Brookland-CUA	Metro	Brookland
10	Capitol South	Metro	Capitol Hill
11	Cleveland Park	Metro	Columbia Heights
12	Columbia Heights	Metro	Columbia Heights
13	Congress Heights	Metro	St. Elizabeths
14	Deanwood	Metro	Minnesota Ave
15	Dupont Circle	Metro	Dupont
16	Eastern Market	Metro	Capitol Riverfront
17	Farragut North	Metro / Streetcar / B R T	Farragut Square
18	Farragut West	Metro / Streetcar / B R T	Farragut Square
19	Federal Center SW	Metro	Monumental Core
20	Federal Triangle	Metro	Farragut Square
21	Foggy Bottom-GWU	Metro	West End
22	Fort Totten	Metro	Fort Totten
23	Friendship Heights	Metro	Friendship Heights
24	Gallery Pl-Chinatown	Metro	Downtown DC
25	Georgia Ave-Petworth	Metro	Columbia Heights
26	H & 13 th NE	Streetcar / B R T	H Street
27	H & 3rd NE	Streetcar / B R T	NoMa
28	H & 5th NE	Streetcar / B R T	NoMa
29	H & 8th NE	Streetcar / B R T	NoMa
30	H & MD Ave	Streetcar / B R T	H Street

No.	HCT Station Area	HCT System	Regional Activity Center
31	Judiciary Square	Metro	Downtown DC
32	K & 25th NW Streetcar	Streetcar / B R T	West End
33	K & 3rd NW Streetcar	Streetcar / B R T	Downtown DC
34	K & Wisconsin Streetcar	Streetcar / B R T	Georgetown
35	Kingman Island	Streetcar / B R T	H Street
36	L'Enfant Plaza	Metro / Commuter Rail	Monumental Core
37	McPherson Square	Metro/Streetcar / B R T	Farragut Square
38	Metro Center	Metro	Farragut Square
39	Minnesota Ave	Metro	Minnesota Ave
40	Mt Vernon Square-7th St-Convention Center	Metro	Downtown DC
41	Mt. Vernon Sq. Streetcar	Streetcar / B R T	Downtown DC
42	Navy Yard-Ballpark	Metro	Southwest Waterfront
43	NOMA-Gallaudet	Metro	NoMa
44	Potomac Avenue	Metro	Stadium Armory
45	Rhode Island Ave-Brentwood	Metro	Rhode Island Ave Metro
46	Shaw-Howard U	Metro	U-14th Street Corridor
47	Smithsonian	Metro	Monumental Core
48	Stadium-Armory	Metro	Stadium Armory
49	Takoma	Metro	Takoma Park
50	Tenleytown-AU	Metro	Friendship Heights
51	U Street/African-Amer Civil War Memorial/Cardozo	Metro	U-14th Street Corridor
52	Union Station	Metro / Commuter Rail	NoMa
53	Van Ness-UDC	Metro	Not in Regional Activity Center
54	Waterfront	Metro	Monumental Core
55	Woodley Park-Zoo/Adams Morgan	Metro	Dupont
<b>Fairfax County</b>			
1	Backlick Road	Commuter Rail	Beltway South
2	Beacon Hill	Streetcar / B R T	Beacon-Groveton
3	Burke Center	Commuter Rail	Not in Regional Activity Center
4	Dunn Loring-Merrifield	Metro	Not in Regional Activity Center
5	Fort Belvoir	Streetcar / B R T	Fort Belvoir
6	Franconia-Springfield	Metro / Commuter Rail	Springfield
7	Greensboro	Metro	Tysons West
8	Gum Springs	Streetcar / B R T	Hybla Valley-Gum Springs
9	Gunston Rd	Streetcar / B R T	Not in Regional Activity Center
10	Herndon	Metro	Herndon
11	Huntington	Metro / Streetcar / B R T	Huntington-Penn Daw

No.	HCT Station Area	HCT System	Regional Activity Center
12	Hybla Valley	Streetcar / B R T	Hybla Valley-Gum Springs
13	Innovation Center Route 28	Metro	Fairfax Innovation Center
14	Lockheed Blvd	Streetcar / B R T	Hybla Valley-Gum Springs
15	Lorton	Commuter Rail	Fort Belvoir North Area Not in Regional Activity Center
16	Lorton Station Blvd	Streetcar / B R T	
17	McLean	Metro	Tysons East
18	Penn Daw	Streetcar / B R T	Huntington-Penn Daw
19	Pohick Rd	Streetcar / B R T	Fort Belvoir
20	Reston Town Center	Metro	Reston Town Center
21	Rolling Road	Commuter Rail	Not in Regional Activity Center
22	South County	Streetcar / B R T	Not in Regional Activity Center
23	Spring Hill	Metro	Tysons West
24	Tysons Corner	Metro	Tysons Central 123
25	Vienna-Fairfax-GMU	Metro	Vienna Not in Regional Activity Center
26	West Falls Church-VT-UVA	Metro	
27	Wiehle-Reston East	Metro	Wiehle-Reston East
28	Woodlawn	Streetcar / B R T	Fort Belvoir
<b>Frederick County</b>			
1	Brunswick	Commuter Rail	Brunswick
2	Frederick	Commuter Rail	East Frederick Rising
3	Monocacy/I-270	Commuter Rail	Francis Scott Key Mall Not in Regional Activity Center
4	Point of Rocks	Commuter Rail	
5	Ashburn	Metro	Ashburn Station Not in Regional Activity Center
6	Dulles Airport	Metro	
7	Loudoun Gateway	Metro	Loudoun Gateway Station
<b>Montgomery County</b>			
1	Aspen Hill Rd BRT	Streetcar / B R T	Rockville Twinbrook Not in Regional Activity Center
2	Barnesville	Commuter Rail	
3	Bethesda	Metro / Light Rail / B R T	Bethesda
4	Boyd	Commuter Rail	Not in Regional Activity Center
5	Briggs Chaney PNR BRT	Streetcar / B R T	Not in Regional Activity Center
6	Broadwood Dr BRT	Streetcar / B R T	Rockville Twinbrook
7	Burnt Mills BRT	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
8	Burtonsville PNR BRT	Streetcar / B R T	Not in Regional Activity Center
9	Castle Ridge BRT	Streetcar / B R T	Not in Regional Activity Center
10	Connecticut Avenue	Light Rail	NIH-Walter Reed
11	Crown Farm	Streetcar / B R T	Life Sciences Center-Gaithersburg
12	Dale Drive	Light Rail	Silver Spring
13	DANAC	Streetcar / B R T	Life Sciences Center-Gaithersburg
14	Dickerson	Commuter Rail	Not in Regional Activity Center
15	East Gaither	Streetcar / B R T	Rockville King Farm Research Center
16	Fenton Street BRT	Streetcar / B R T	Silver Spring
17	Firstfield	Streetcar / B R T	Gaithersburg Metropolitan Grove
18	Forest Glen	Metro	Silver Spring
19	Gaithersburg	Commuter Rail	Gaithersburg Central
20	Garrett Park	Commuter Rail	White Flint
21	Germantown	Commuter Rail	Germantown
22	Glenmont	Metro	Glenmont
23	Grosvenor-Strathmore	Metro	Grosvenor
24	Kensington	Commuter Rail	Kensington
25	Kentlands	Streetcar / B R T	Gaithersburg Kentlands
26	Long Branch	Light Rail	Takoma Park
27	LSC Central	Streetcar / B R T	Life Sciences Center-Gaithersburg
28	LSC West	Streetcar / B R T	Life Sciences Center-Gaithersburg
29	Lyttonsville	Light Rail	Silver Spring
30	Manchester Place	Light Rail	Silver Spring
31	MD 185 Connecticut Ave BRT	Streetcar / B R T	Not in Regional Activity Center
32	MD 193 University Blvd BRT	Streetcar / B R T	Wheaton
33	MD 28 First St BRT	Streetcar / B R T	Rockville Twinbrook
34	Medical Center	Metro	NIH-Walter Reed
35	Metropolitan Grove	Commuter Rail / Streetcar / B R T	Gaithersburg Metropolitan Grove
36	Montgomery College BRT	Streetcar / B R T	Rockville Montgomery College
37	Newport Mill Rd BRT	Streetcar / B R T	Kensington

No.	HCT Station Area	HCT System	Regional Activity Center
38	NIST	Streetcar / B R T	Gaithersburg Kentlands
39	Oak Leaf Drive BRT	Streetcar / B R T	White Oak-FDA
40	Parkland Dr BRT	Streetcar / B R T	Rockville Twinbrook
41	Piney Branch Road	Light Rail	Langley Park
42	Randolph Rd BRT	Streetcar / B R T	White Flint
43	Rockville	Metro / Commuter Rail / B R T	Rockville Town Center
44	Shady Grove	Metro / Streetcar / B R T	Rockville King Farm-Research Center
45	Silver Spring	Metro / Commuter Rail / Light Rail / B R T	Silver Spring
46	Silver Spring Library	Light Rail	Silver Spring
47	Stewart Lane BRT	Streetcar / B R T	White Oak-FDA
48	Tech Road BRT	Streetcar / B R T	White Oak-FDA
49	Traville Gateway Dr.	Streetcar / B R T	Life Sciences Center-Gaithersburg
50	Twinbrook	Metro	Rockville Twinbrook
51	Twinbrook Pkwy BRT	Streetcar / B R T	Rockville Twinbrook
52	Universities at Shady Grove	Streetcar / B R T	Life Sciences Center-Gaithersburg
53	University Blvd BRT	Streetcar / B R T	Not in Regional Activity Center
54	Washington Grove	Commuter Rail	Rockville King Farm-Research Center
55	West Gaither	Streetcar / B R T	Rockville King Farm-Research Center
56	Wheaton	Metro / Streetcar / B R T	Wheaton
57	White Flint	Metro	White Flint
58	White Oak Transit Center BRT	Streetcar / B R T	Not in Regional Activity Center
59	Woodside	Light Rail	Silver Spring
<b>Prince George's County</b>			
1	Addison Road-Seat Pleasant	Metro	Not in Regional Activity Center
2	Annapolis Road	Light Rail	New Carrollton
3	Bowie State	Commuter Rail	Bowie MARC
4	Branch Ave	Metro	Branch Ave
5	Capitol Heights	Metro	Capitol Heights-Addison Road
6	Cheverly	Metro	Landover Metro
7	College Park - U of MD	Metro/Commuter Rail /Light Rail	College Park
8	East Campus	Light Rail	Not in Regional Activity Center
9	Greenbelt	Metro / Commuter Rail	Greenbelt
10	Landover	Metro	Landover Metro

No.	HCT Station Area	HCT System	Regional Activity Center
11	Largo Town Center	Metro	Largo Town Center-Morgan Blvd
12	Laurel	Commuter Rail	Not in Regional Activity Center
13	Morgan Boulevard	Metro	Not in Regional Activity Center
14	M-Square	Light Rail	College Park
15	Muirkirk	Commuter Rail	Konterra
16	Naylor Road	Metro	Naylor-Southern Ave
17	New Carrollton	Metro / Commuter Rail	New Carrollton
18	Prince George's Plaza	Metro	Prince George's Plaza
19	Riggs Road	Light Rail	Langley Park
20	Riverdale	Commuter Rail	College Park
21	Riverdale Park	Light Rail	College Park
22	Riverdale Road	Light Rail	New Carrollton
23	Seabrook	Commuter Rail	Not in Regional Activity Center
24	Southern Avenue	Metro	Naylor-Southern Ave
25	Suitland	Metro	Suitland
26	Takoma/Langley Transit Center	Light Rail	Langley Park
27	UM Campus Center	Light Rail	Not in Regional Activity Center
28	West Campus	Light Rail	College Park
29	West Hyattsville	Metro	West Hyattsville Metro
<b>Prince William County</b>			
1	Potomac Shores	Commuter Rail	Potomac Shores
2	Quantico	Commuter Rail	Not in Regional Activity Center
3	Rippon	Commuter Rail	Not in Regional Activity Center
4	Woodbridge	Commuter Rail / Streetcar / B R T	North Woodbridge
5	Broad Run/Airport	Commuter Rail	Manassas Regional Airport

Notes: Stations areas identified by the TPB as focus areas for implanting access improvements projects are in bold font.  
 \* "Multi system" indicates that more than one type of transit service is available at the station.

**MORE:** [mwcog.org/highcapacitytransit](http://mwcog.org/highcapacitytransit)





## MEMORANDUM

**TO:** COG Board of Directors

**FROM:** Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning  
Paul DesJardin, COG Community Planning and Services Director  
Timothy Canan, COG Planning Data and Research Program Director

**SUBJECT:** Equity Emphasis Areas

**DATE:** July 19, 2021

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## SUMMARY

The National Capital Region Transportation Planning Board (TPB) approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. As part of that update, the TPB considered the effects of the plan's proposed projects, programs, and policies on low-income and minority residents in accordance with new federal regulations.

To perform this assessment, the TPB developed a methodology to identify census tracts in the region that contain higher concentrations of low-income or minority residents compared to the rest of the region. The methodology revealed that approximately 350 of the 1,222 census tracts across the region met these criteria and were identified as **Equity Emphasis Areas (EEAs)**. Figure 1 identifies the location of the EEAs throughout the region.

Beyond the long-range transportation plan, EEAs can be applied in various additional ways to consider equity and inform regional decisions and actions. For example, the TPB also uses EEAs as selection criteria in all its grant programs that fund planning for access to transit stations, improving roadway safety, alternative modes of travel, and connecting land use and the transportation system.

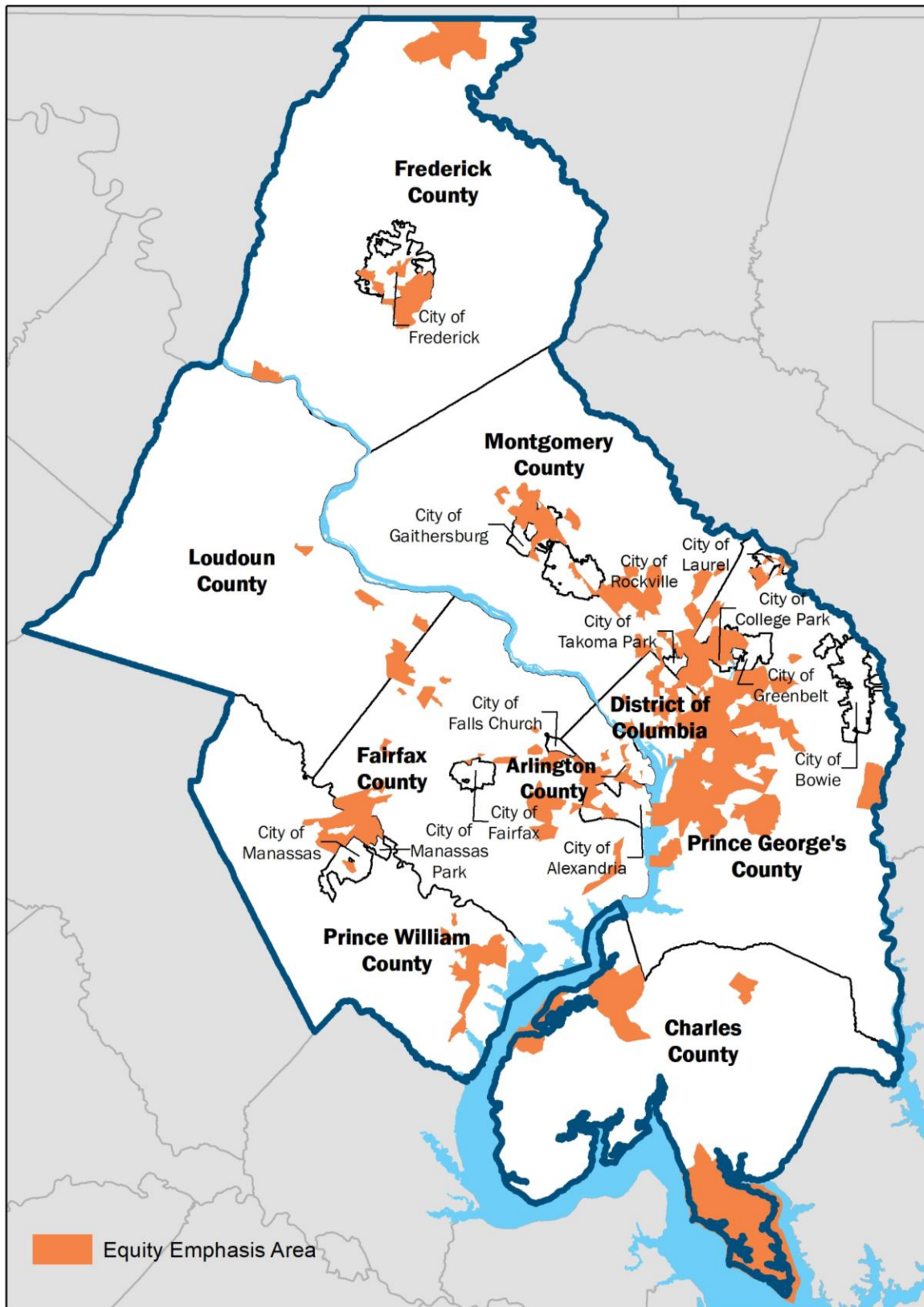
During the 2021 Leadership Retreat, members will consider how EEAs can be used to advance racial equity in additional planning and program areas. Staff will demonstrate how EEAs can be used to examine other equity factors, including educational attainment, economic independence, housing, language proficiency, transportation accessibility and safety, among others.

The memo provides a more in-depth look at the methodology used to develop EEAs and highlights opportunities for using the EEAs in other local and regional planning, project implementation, and decision making.

At the retreat, members will consider EEAs as an analytical framework for local and regional decision making in the areas of land use, transportation, and much more.

EEAs can potentially assist member governments with weaving equity into all that they do and help realize our shared vision for a more prosperous, accessible, livable, and sustainable region for all area residents.

Figure 1: Equity Emphasis Areas



## BACKGROUND

### Methodology

The methodology developed by TPB to identify EEAs is an enhanced approach to what is required for the Title VI/Environmental Justice Analysis, and relies on the most recently available five-year data from the U.S. Census Bureau American Community Survey (ACS) on income, race, and ethnicity to determine which census tracts have concentrations of low-income populations, minority populations, or both, higher than the average concentration in the TPB planning area. Data from the ACS for each of the following four population groups is used:

- Low Income<sup>1</sup>
- Black or African American<sup>2</sup>
- Asian<sup>3</sup>, and
- Hispanic or Latino<sup>4</sup>

Federal guidance defines the following three fundamental Environmental Justice (EJ) principles that serve as the guiding principles for EJ analysis:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Executive Order 12898 on US DOT's EJ analysis further defines a "disproportionately high and adverse effect on minority and low-income populations" as an effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

The above could serve as the minimum framework for outcomes of an equity analysis within any area of local or regional decision making.

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<sup>1</sup> Individuals with household income less than one-and-a-half times the federal government's official poverty threshold, depending on household size.

<sup>2</sup> A person having origins in any of the Black racial groups of Africa.

<sup>3</sup> A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

<sup>4</sup> A person of Mexican, Puerto Rican, Cuban, South or Central American, or other Spanish culture or origin regardless of race

The metropolitan Washington regional planning area covers slightly more than 3,500 square miles and includes 24 jurisdictions. This planning area includes dense urban areas, such as the District of Columbia, and relatively rural outer suburban locations, such as Frederick County. In addition, the demographics and built environment vary widely throughout the region.

Given the variation in land area, its use, and population among the various census tracts within the planning area, Index Scores were developed and assigned to each tract to help provide a standard basis to determine areas with high concentration of the four population groups previously identified. Index scores are assigned to each population group by first calculating the proportion of these four groups within each census tract and then determining the ratio of the tract's concentration to that of the region's <sup>5</sup> concentration for the group. Tracts are identified as EEAs if one of three criteria are met:

1. Tract has a concentration of individuals identified as low-income more than one-and-a-half times the regional average.
2. Tract has high concentration for two or more minority population groups.
3. Tract has high concentration of at least one minority population group and the concentration of individuals identified as low income that is at or above the region's average.

## The Region's EEAs

Figure 1 displays the EEA map developed by the TPB as part of its 2018 long-range transportation plan using ACS 5-year estimates from 2012-2016. Of the 1,231 census tracts in the TPB planning area, 1,222 were analyzed (nine were not as they did not have people residing in them or had no reliable population estimates, ex., Dulles Airport, National Mall, etc.) and 351 met the criteria and were designated as EEAs. The 351 EEAs occupy 341 square miles of the total 3,558 square miles covering the TPB planning area.

Per the ACS data, the total population in the TPB planning area was 5.6 million persons, of which 1.6 million persons resided in EEAs. The analysis will be updated, and the EEA maps revised in conjunction with each major long-range transportation plan update using the latest ACS data.

Table 1 provides the total population of TPB member jurisdictions and the population of those jurisdictions residing in EEAs using more recent ACS 5-year estimates. Additional information on EEAs and the methodology and analysis can be found here: [mwcog.org/equityemphasisareas](http://mwcog.org/equityemphasisareas).

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<sup>5</sup> Region is defined as the TPB Planning Area: [mwcog.org/TPB](http://mwcog.org/TPB)

**Table 1: Breakdown of Jurisdiction and EEA population**

Equity Emphasis Areas per Jurisdiction			
TPB Planning Area Jurisdiction	Number of EEAs	Total	Population within EEAs
District of Columbia	97	692,625	373,236
Charles County	5	159,428	17,979
Frederick County	9	251,422	40,271
Montgomery County	49	1,043,530	259,093
Prince George's County	103	908,670	413,340
<b>Maryland Subtotal</b>	<b>166</b>	<b>2,363,050</b>	<b>730,683</b>
City of Alexandria	9	157,613	45,274
Arlington County	12	233,460	47,013
Fairfax County	43	1,145,857	215,246
City of Fairfax	0	23,531	0
City of Falls Church	0	14,128	0
Loudoun County	5	395,134	27,437
City of Manassas	1	41,174	7,609
City of Manassas Park	1	16,986	7,291
Prince William County	17	467,886	103,940
Fauquier Co. UZA portion	0	35,928	0
<b>Virginia Subtotal</b>	<b>88</b>	<b>2,531,697</b>	<b>453,810</b>
<b>Total</b>	<b>351</b>	<b>5,587,372</b>	<b>1,557,729</b>

Source: ACS 2015-2019 Data

## **BROADER APPLICATIONS OF EEAS**

Advancing equity among traditionally underserved communities is a key principle for many working in local and regional planning and decision making in the region. Racial equity is a fundamental value for COG, affirmed by the Board of Directors in a resolution in July 2020:

*“The Board affirms that our work together as the Metropolitan Washington Council of Governments will be anti-racist and will advance equity; and The Board affirms that Equity will be woven into COG’s Region Forward Vision to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents and throughout COG’s analyses, operations, procurement, programs, and priorities.”*

The 351 EEAs can be useful in informing discussions on equity in other social and community planning activities in housing, health, public safety, education, economic opportunities, and more.

For example, the impact on EEAs could be used for determining the best location of additional housing, climate planning initiatives, tree canopy planning, and food security programming. Moreover, additional data can be examined inside EEAs and in areas outside of EEAs to cultivate a deeper understanding on the nature and magnitude of equity disparities throughout the region and help inform important policy discussions that seek to address them.

While the TPB is required to examine disproportional impacts of long-range transportation plans on low-income and minority residents, there are numerous other equity considerations that can be taken into account. Other data sources are available at the census tract level. These include information on factors such as households on food stamp assistance programs, persons with limited proficiency in English, single-parent households, levels of education achieved, and the cost of rent as a percentage of annual income. In addition, the TPB recently conducted a study on traffic safety in the region. As part of the study, data on fatal crashes were compiled and analyzed at the census tract level, providing information on traffic safety inside and outside of EEAs.

These additional factors can provide much broader understanding of the disparities present in the region’s communities and signal a need to take actions that address them.

## **WORKING TOGETHER TO ENHANCE EEAS**

At the retreat, members will consider whether EEAs should be used in local and regional decision making as means to achieve their shared vision for a more prosperous, accessible, livable, and sustainable region for all, including addressing inequities in the areas of accessibility, quality of life, safety, and more.

As part of the retreat briefings, staff will highlight opportunities for optimizing land use and transportation in High-Capacity Transit Station Areas (HCTs), including by completing the National Capital Trail Network (NCTN), which can help improve accessibility of residents to jobs. When considering these opportunities, better understanding the relationship between EEAs and HCTs can further assist and inform decisions that will cultivate improved access of residents in EEAs to these jobs through investments in infrastructure like the NCTN.

More information on HCTs and the NCTN have also been provided to board members for the retreat. When considered together, taking actions to optimize HCTs, further examining and addressing equity using the EEA framework, and investing in the completion of the NCTN can result in meaningful progress for the region in achieving its priorities and goals.

**MORE:** [mwcog.org/equityemphasisareas](http://mwcog.org/equityemphasisareas)

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002**

**RESOLUTION ENDORSING HIGH-CAPACITY TRANSIT STATION AREAS AS A KEY PLANNING CONCEPT  
AND TOOL TO INFORM DECISION MAKING AND ACTION**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

**WHEREAS**, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which has guided the region's evolution over the past two decades into a national leader in transit-oriented development; and

**WHEREAS**, the region has adopted a set of goals and targets to realize its aspiration for an equitable, prosperous, and sustainable region including in the areas of housing, climate change, and accessibility; and

**WHEREAS**, the COG Board has articulated building transit-oriented communities as a multi-sectoral planning priority to achieve multiple regional goals including those in housing, climate change, and accessibility; and

**WHEREAS**, the region's Transportation Planning Board (TPB) in 2018 identified the need for additional housing units and bringing housing closer to jobs as land use and transportation strategies to advance the region's accessibility and climate change goals while also optimizing transportation system performance, and recommended that COG advance land use solutions to address this need; and

**WHEREAS**, in 2019 the COG Board adopted regional housing amount, accessibility, and affordability targets, stating that at least 320,000 housing units should be added in the region by 2030, with at least 75 percent built in Regional Activity Centers (RACs) or near High-Capacity Transit Station Areas (HCTs), and 75 percent accessible to low- to middle-income households; and

**WHEREAS**, the region has a well-established system of HCTs that includes heavy urban and commuter rail, light rail, streetcar, and Bus Rapid Transit (BRT) services; and

**WHEREAS**, local governments have supported these HCTs through their zoning and land use planning decisions, identifying them as good locations to concentrate future growth to promote desirable development patterns; and

**WHEREAS**, the TPB has identified 225 areas (occupying just 10 percent of the region's land area), which currently serve as or are planned to serve as HCTs by 2030 (to be updated periodically), as opportune locations to optimize land use and transportation system connectivity; and



**WHEREAS**, the COG draft Round 9.2 Cooperative Forecasts project that between 2020 and 2030 the region will add 406,000 jobs to the existing 3.4 million, 592,000 more residents to the existing 5.7 million, and 250,000 more households to the existing 2.1 million, and further that 55 percent of new job growth, 39 percent of new population growth, and 42 percent of new household growth will occur within one-half mile of the 225 HCT stations; and

**WHEREAS**, at the COG Leadership Retreat in July 2021, the board engaged in discussions on optimizing land use around the 225 HCTs, and connecting them to their surrounding communities, both to get the most out of the infrastructure investments already made and to build successful mixed-use, mixed-income transit-oriented communities as a means to achieve the region's housing, climate change, and accessibility goals in an equitable manner; and

**WHEREAS**, optimizing the land use in HCTs means building equitable and successful communities that have a variety of services and amenities, within walk, bike, or micro-transit distances, such as housing that is affordable at all income levels, jobs, access to fresh food, health services, education, and other needs through mixed-land use; and

**WHEREAS**, optimizing the land use in HCTs also means providing the community with safe and convenient access to HCTs, particularly those within an RAC, which can increase transit usage, reduce household transportation costs, particularly to the transit-dependent population groups, and provide a wider range of travel options for residents and workers (particularly essential workers); and

**WHEREAS**, the TPB has further identified two specific initiatives that support both the goal to provide better connectivity within and between transit-oriented communities and access to HCTs, one which includes removing barriers to walking to the HCT stations and the second to complete the National Capital Trail Network (NCTN), a 1,400 mile network of region-wide trails suitable for non-motorized use, of which about 50 percent exists today; and

**WHEREAS**, to plan for the expected growth in the region in a way that advances multiple regional goals and prioritizes opportunities for affordable and effective means of mobility for all people, the region must optimize its land use and transportation systems to develop communities that leverage current and planned assets.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

1. HCTs should be prioritized for special consideration in land use and transportation planning and programming decision making at local and regional levels to achieve our housing, accessibility, transportation, and climate change goals in an equitable manner.
2. COG committees and staff should discuss and consider strategies, as appropriate, to optimize land use and transportation systems in and around HCTs anticipated by 2030, in regional planning and programming activities.
3. Local governments should commit to provide safe and convenient walk, bike, and micro-transit access to HCTs as a means to make transit a viable mode of travel for all trip purposes and reduce automobile travel and related greenhouse gas emissions.

4. Local governments should commit to complete the NCTN as a means to connect communities in and around HCTs and provide active modes of transportation to access a variety of economic opportunities and help reduce automobile travel and related greenhouse gas emissions.
5. Local governments should strongly consider adopting local resolutions committing to optimizing access improvements to HCTs, including completing the NCTN, in all local planning efforts.

DRAFT

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002**

**RESOLUTION ENDORSING EQUITY EMPHASIS AREAS AS A KEY PLANNING CONCEPT AND TOOL TO  
INFORM DECISION MAKING AND ACTION**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

**WHEREAS**, in July 2020 the COG Board passed Resolution R26-2020, affirming that its work together will be anti-racist and will advance equity, and that equity will be woven into COG's *Region Forward Vision* to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents and throughout COG's analyses, operations, procurement, programs, and priorities; and

**WHEREAS**, in 2018 the Transportation Planning Board (TPB) adopted a methodology to identify census tracts in the region that contain higher concentrations of low-income or racial or ethnic minorities compared to the rest of the region, to ensure its long-range plan does not have disproportionate adverse impacts on these communities; and

**WHEREAS**, the most recent analysis revealed that 351 of the 1,222 census tracts across the region (a number that will be updated periodically) meet the adopted low-income and racial or ethnic minority concentration thresholds and have been identified as Equity Emphasis Areas (EEAs); and

**WHEREAS**, these 351 EEAs constitute about 10 percent of the region's land area and house about 30 percent of the region's population, with 214 EEAs located within one-half mile of High-Capacity Transit Station Areas (HCTs) and 340 located within one mile of a Regional Activity Center (RAC); and

**WHEREAS**, COG's multi-faceted regional planning efforts extend beyond transportation and include housing, health, and environment; and

**WHEREAS**, at the COG Leadership Retreat in July 2021 the board took an in-depth look at the TPB's EEA designations and engaged in discussions on how EEAs can be used to advance racial equity in local and regional planning, project implementation, and decision making across all sectors of COG work; and

**WHEREAS**, given COG's commitment to integrate equity considerations in all of its work activities, using the EEA planning construct along with the RACs and HCTs is a way to enable equity considerations in land use and environment and transportation planning to advance the region's housing, transportation, and climate change goals; and

**WHEREAS**, COG member jurisdictions could also use EEAs in a wide range of their jurisdictional activities and services such as housing, education/employment opportunities, environment, and livability, to cultivate a deeper understanding of the nature and magnitude of equity disparities across their jurisdiction and help inform important policy discussions that seek to address disparities.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

1. EEAs should be prioritized for special consideration in regional and local planning and decision making as a means to further the *Region Forward Vision* for an accessible, livable, sustainable, and prosperous region.
2. COG committees and staff should explore and implement strategies, as appropriate, to further incorporate the consideration of EEAs in planning areas including but not limited to transportation, land-use, housing, climate, and water resources and COG should serve as a forum to elevate the conversation around these topics to provide regional thought leadership and demonstrate the connection between equity and greater prosperity for all.
3. Local governments should prioritize efforts that provide safe and convenient walk, bicycle, and micro-transit access to all of the HCTs and to complete the National Capital Trail Network as a means to provide enhanced mobility and accessibility options to the traditionally underserved population groups in the EEAs.
4. Local governments should consider adopting local resolutions committing to prioritizing EEAs identified within their jurisdiction.

# TOWARD A UNIFIED PLANNING FRAMEWORK THROUGH 2030

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## Optimizing High-Capacity Transit & Elevating Equity Emphasis Areas

Chuck Bean  
COG Executive Director

Transportation Planning Board  
September 22, 2021



# Unified planning framework for 2030



# Background: Region's Multi-Sector Goals

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- Housing Targets (2019)
  - 320,000 more needed 2020-2030
  - 75% located near High-Capacity Transit and Regional Activity Centers
  - 75% affordable to low- and middle-income households
- Environmental Goals
  - Meet or exceed federal air quality standards
  - Reduce GHG by 50% and be a Climate Resilient Region (2020)
- Transportation Goals
  - Affordable transportation options for all trip purposes
  - Accessibility to jobs, services, and amenities
  - Protects natural environment and is sustainable



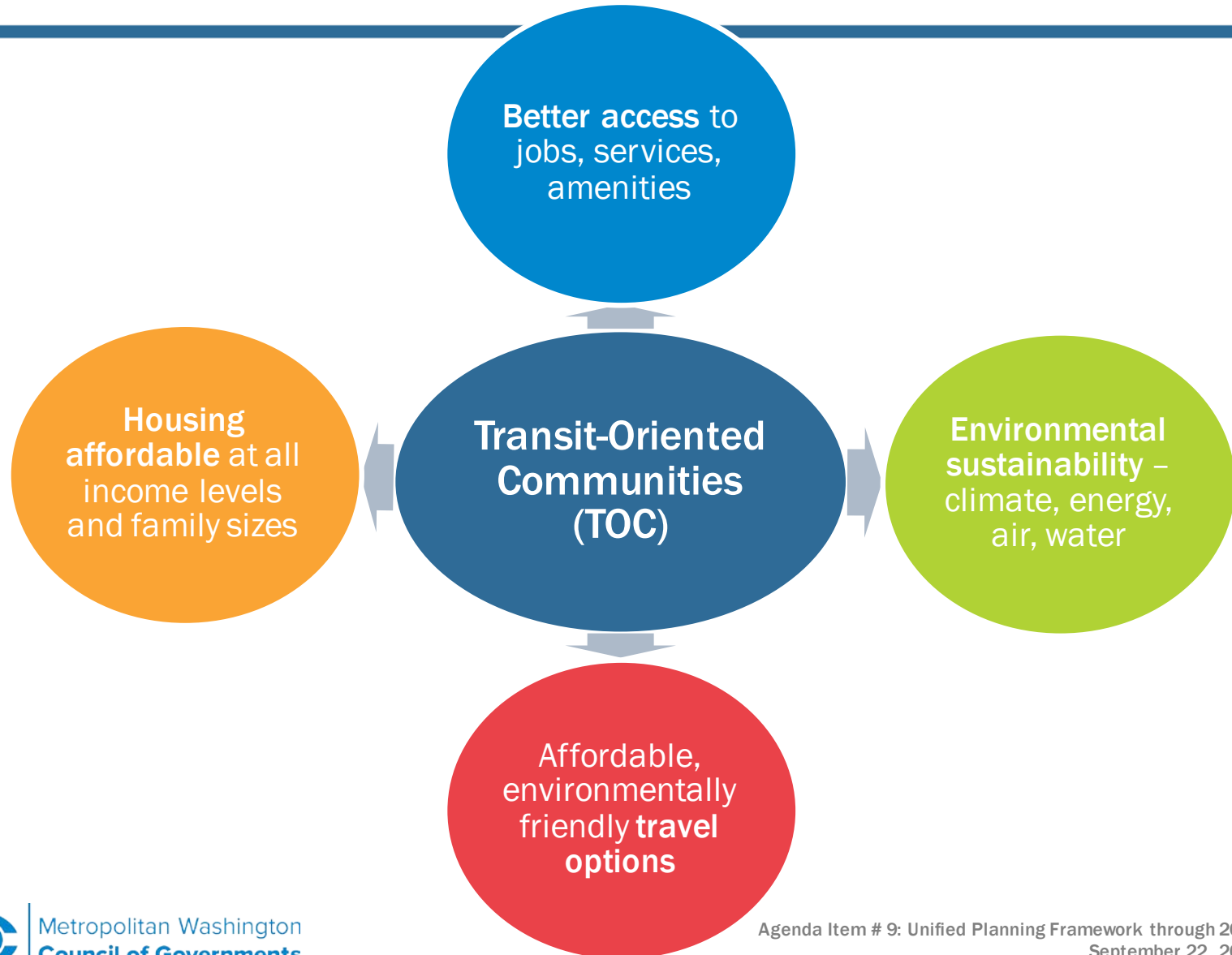
# Transit-Oriented Communities (TOCs)

- An effective strategy for advancing our regional goals:
  - Communities!
  - Mixed-use & Mixed-Income.
  - 1/2 Mile; Extend Optimization.
  - Leverage major investments in transit.
  - Co-benefits related to prosperity, accessibility, livability, and sustainability – and equity!





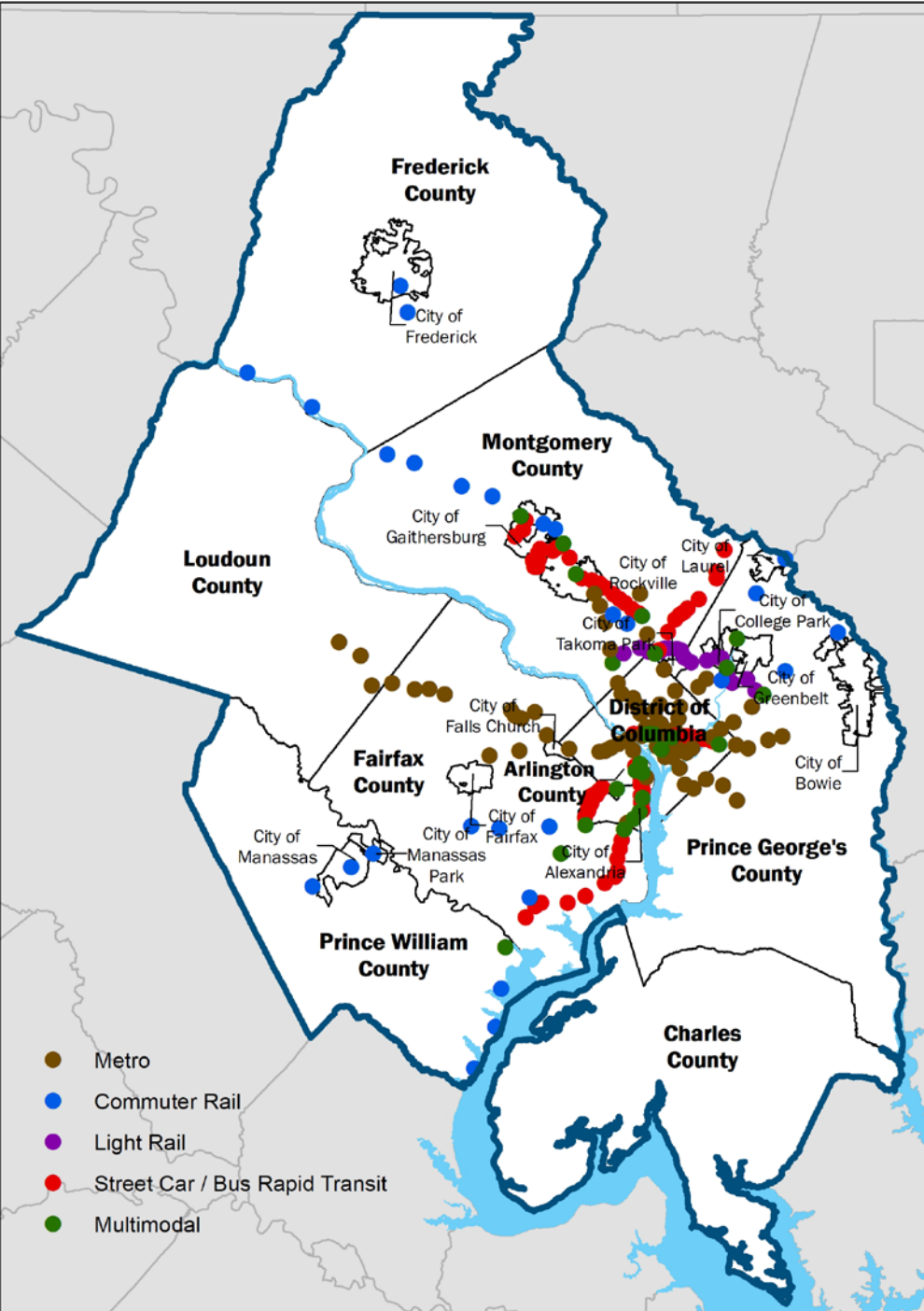
# Synergies of Varied Actions



# Optimize 225 High-Capacity Transit (HCT) Station Areas

Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.

[mwcog.org/highcapacitytransit](http://mwcog.org/highcapacitytransit)

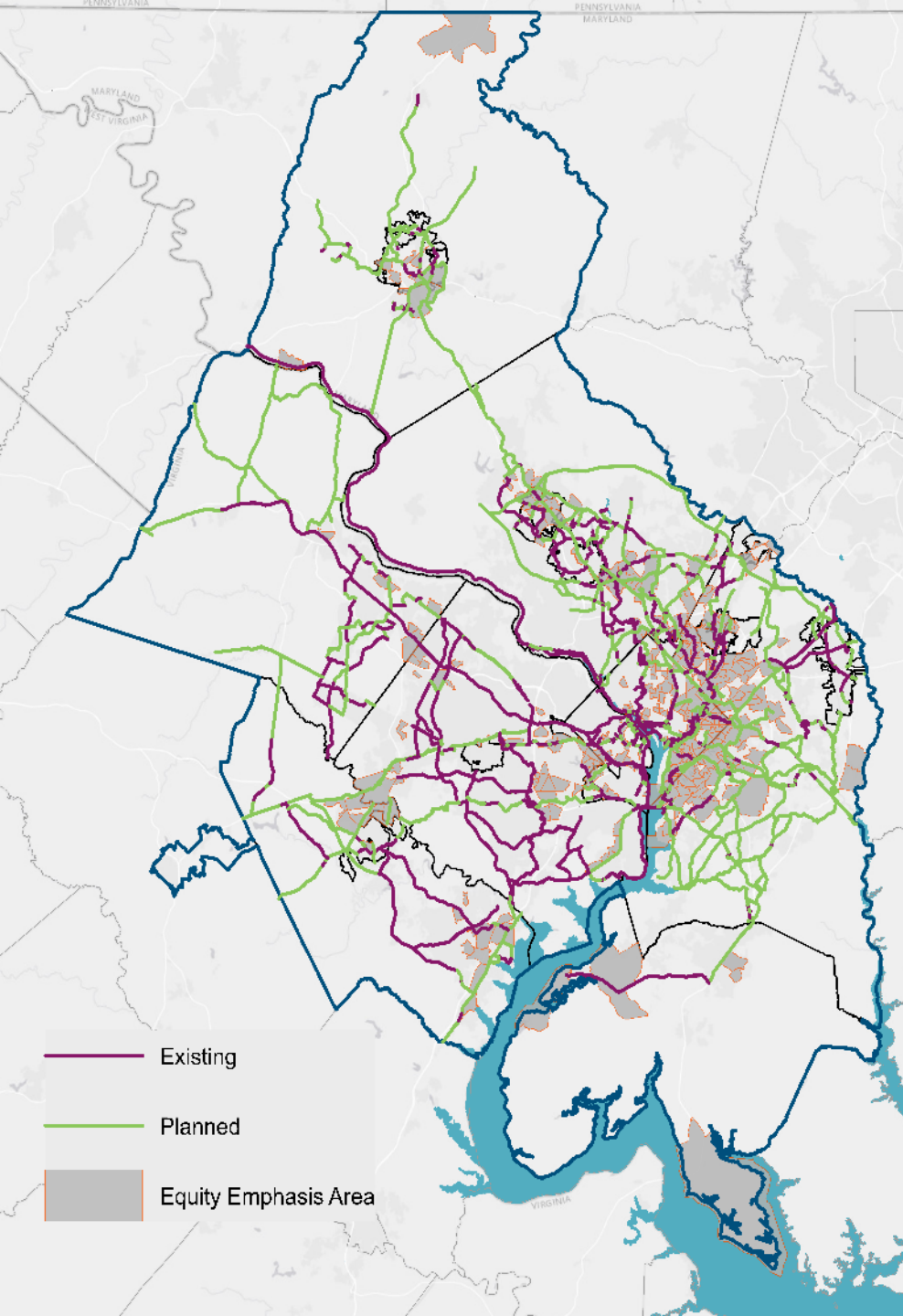


# October COG Board Action #1: Optimize HCTs to create TOCs

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## Resolution:

- Prioritize planning and investments.
- Commit to optimize land use (mixed-use/ mixed-income; jobs, housing, services, amenities).
- Commit to optimize transportation (access to HCTs and connect TOCs).
- Commit to complete NCTN and improve access to HCTs.



## Example: National Capital Trail Network (NCTN)

- Long-distance, off-street trails accessible for people of all ages and abilities and suitable for both transportation and recreation.
- 180 of 225 HCTs are within half a mile.
- 55% of the network is unbuilt.

# Expressed Commitment to Equity

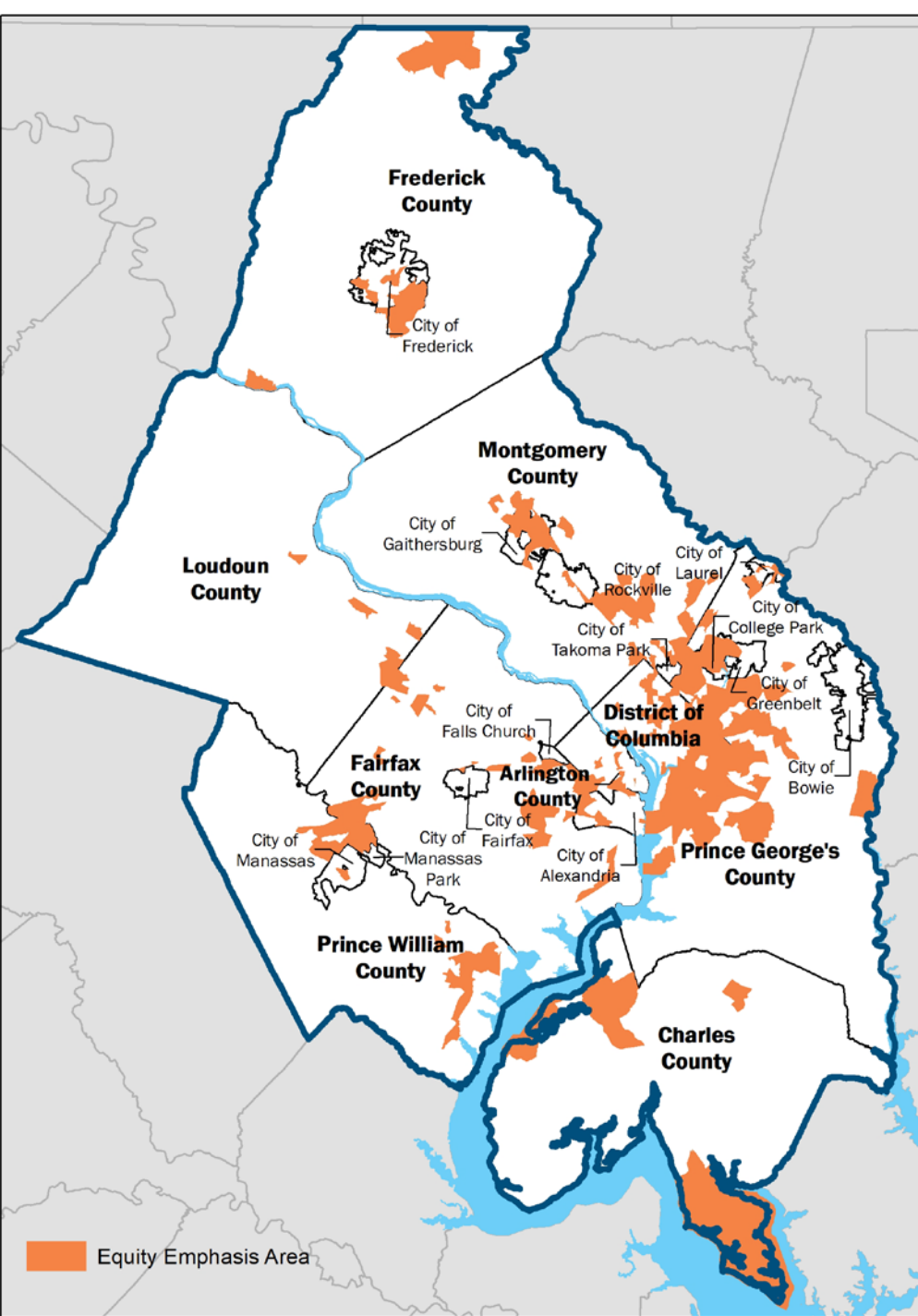
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“The board affirms that **our work together** as the Metropolitan Washington Council of Governments **will be anti-racist and will advance equity**;

The board affirms that **equity will be woven into COG’s Region Forward Vision to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents** and throughout COG’s analyses, operations, procurement, programs, and priorities.”

COG Board of Directors, July 2020





# Elevate 350 Equity Emphasis Areas (EEAs)

Areas with high concentrations of underserved groups.

[mwcog.org/equityemphasisareas](http://mwcog.org/equityemphasisareas)

# Weaving EEAs into our work

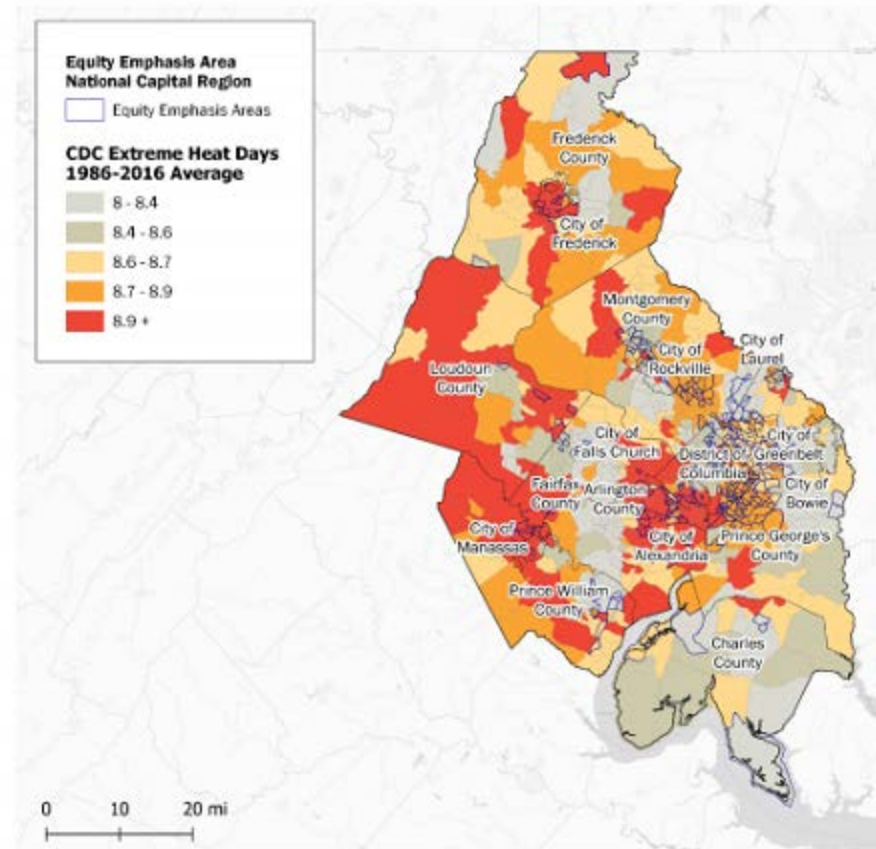
- *Uneven Opportunities:*  
Life expectancy varies by as much as 28 years across the region.
- The findings of this study can be examined through the lens of equity by focusing on EEAs.



# Weaving EEAs into our work

- *Metropolitan Washington 2030 Climate and Energy Action Plan* identified equity-focused actions the region must take in pursuit of its climate goals.
- Specifically, prioritizing sustainable energy access for all residents.

Figure 10: Extreme Heat Days and Equity Emphasis Areas





# October COG Board Action #2: Elevate EEAs to integrate equity

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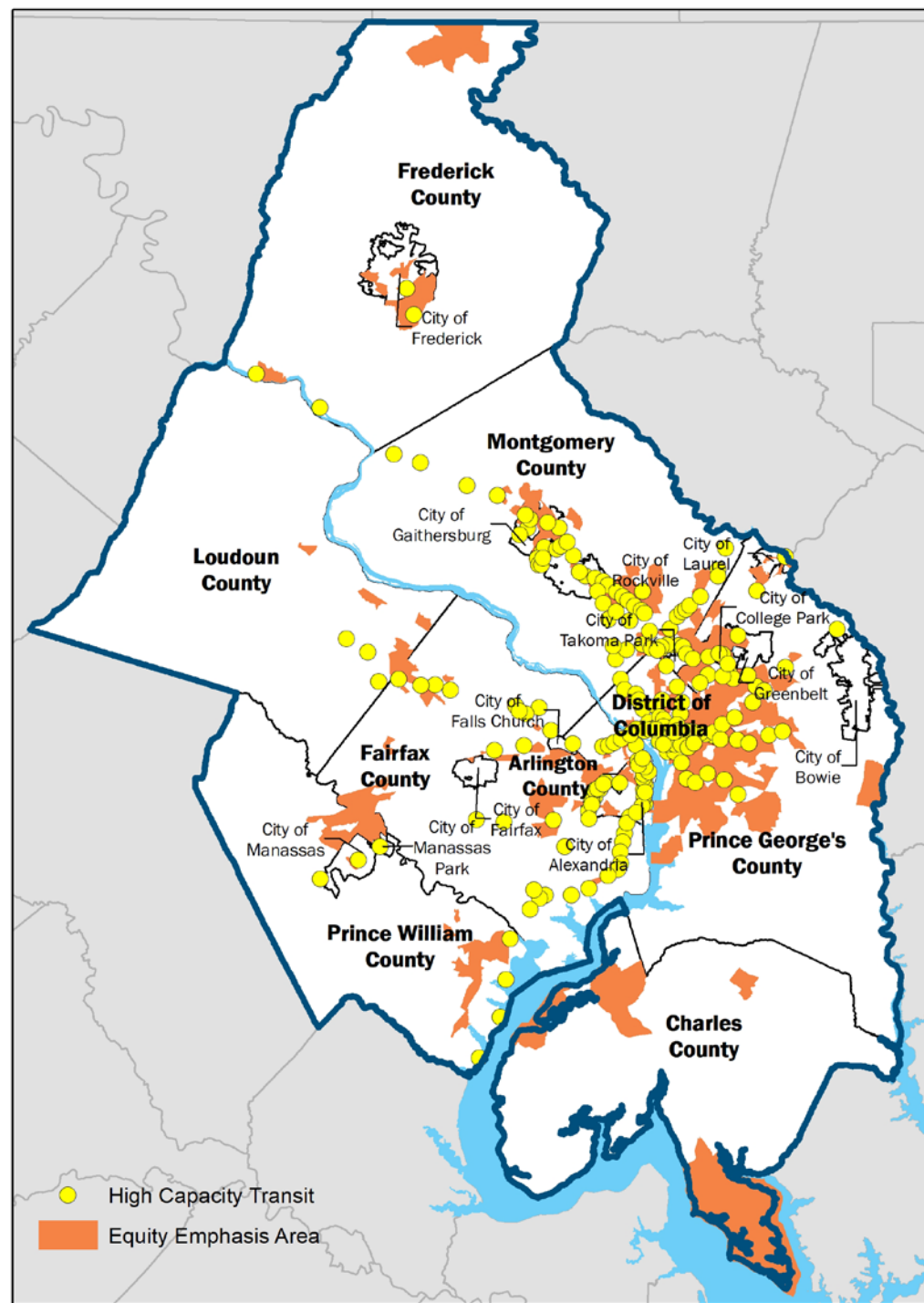
## Resolution:

- Prioritize EEAs in planning & decision making.
- Explore and implement strategies to incorporate EEAs into COG's work.
- Complete the NCTN to enhance mobility and accessibility to EEAs.



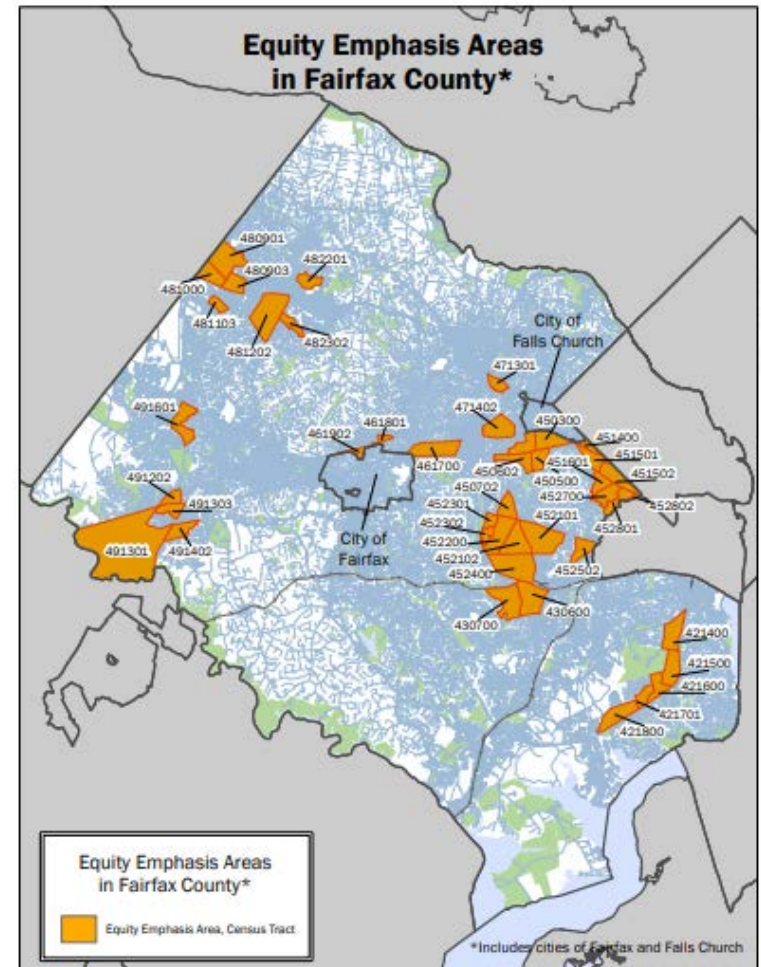
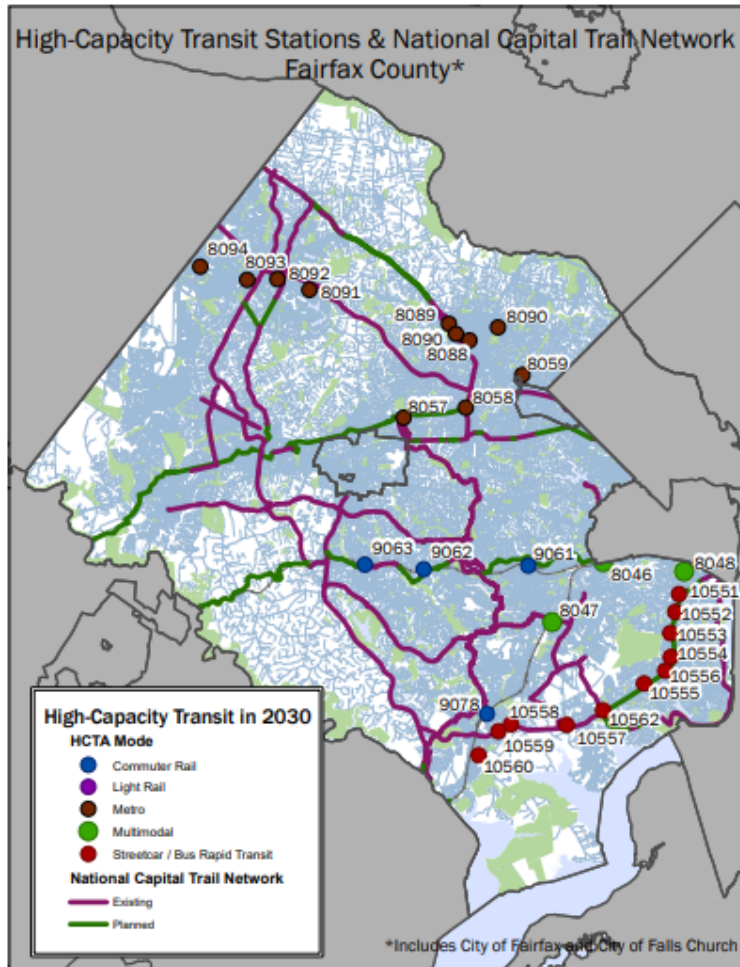
# High-Capacity Transit Station Areas & Equity Emphasis Areas, 2030

[mwcog.org/HighCapacityTransit](http://mwcog.org/HighCapacityTransit)



Metropolitan Washington  
Council of Governments

# Example: Fairfax County HCTs & EEAs



# Unified planning framework for 2030



## Chuck Bean

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Metropolitan Washington  
**Council of Governments**

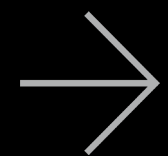
## ITEM 10 – Information

September 22, 2021

### TPB Climate Change Mitigation Study

#### Background:

The TPB Climate Change Mitigation Study of 2021 (CCMS) is a 12-month scenario study whose goal is to identify potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas (GHG) reduction goals associated with 2030 and 2050. The consultant, ICF, presented findings from its literature review on June 4 to the Technical Committee. In July, the literature review was [finalized](#) and shared with both the Technical Committee and the TPB (as part of the Director's Report). The consultant recently finished a technical memo, dated August 25, that lists the scenarios to be analyzed for the study. This memo was shared with the Technical Committee on August 27 via email and was presented at the September 10 Technical Committee meeting. The last presentation to the TPB regarding this study was made by Erin Morrow on May 19. The study is expected to be completed in December.



# Climate Change Mitigation Study of 2021 – Scenario Development

National Capital Region Transportation Planning Board



Michael Grant  
ICF

September 22, 2021



# → Key Goals of Study

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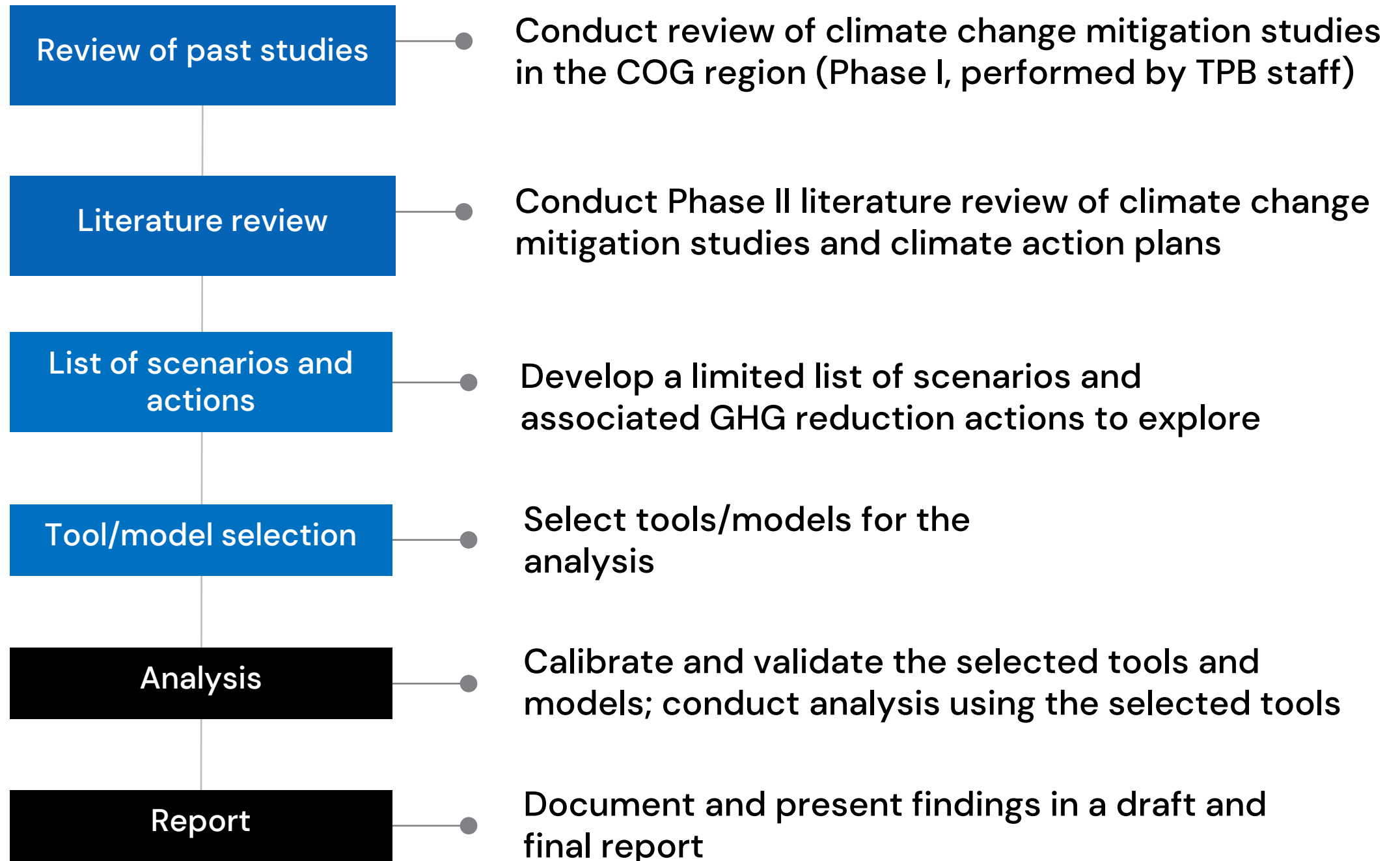


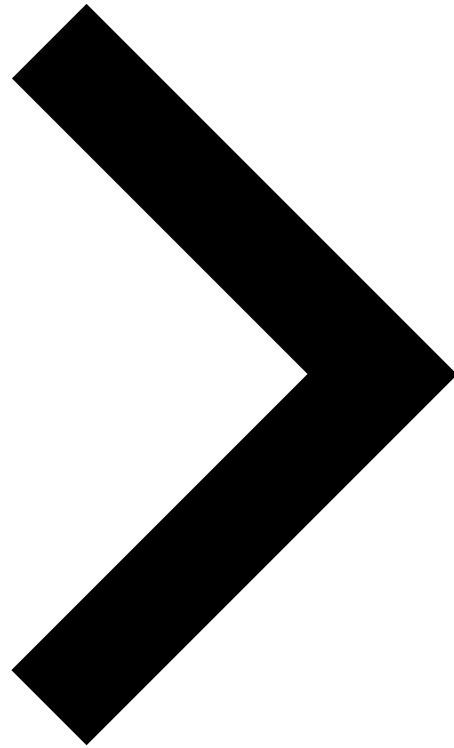
Identify pathways to achieve 2030 and 2050 greenhouse gas reduction goals, focusing solely on surface transportation

Explore future scenarios to understand what types of strategies (policies, programs, and investments) are needed to achieve the goals, and what level of GHG reductions might be achieved under different scenarios



# Key Analysis Steps





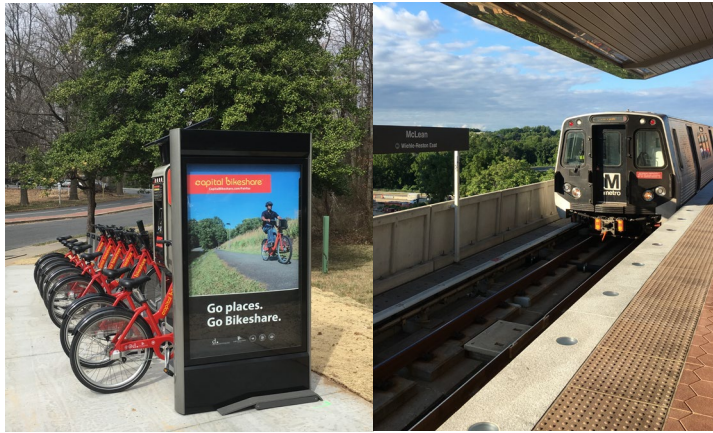
## Literature Review

*What are regional agencies and utilities doing to reduce transportation sector GHG emissions?*

*How have other cities and states across the world achieved GHG reductions? Or plan to achieve reductions?*

*What is known about transportation strategies and their effectiveness?*

# Pathways to GHG Reduction



## Mode Shift and Travel Behavior (MSTB)

- Mode shifts to transit, carpooling, nonmotorized
- Reduce trip lengths (e.g., brings jobs and housing closer together)
- Replace trips (e.g., telework, alternative work schedules)



## Transportation Systems Management and Operations (TSMO)

- Enhance incident management, traffic signal coordination, and other operations strategies
- Reduce speeding and idling
- “Eco-driving”



## Vehicle Technology and Fuels

- Improve fuel economy of vehicle fleet
- Advance alternative fuels
- Accelerate electric vehicle deployment

Vehicle Travel Activity  
(vehicle miles traveled)

X

Energy efficiency  
(BTU/mile)

X

Carbon intensity  
(gCO<sub>2</sub>e/BTU)

=

Total GHG emissions  
(gCO<sub>2</sub>e)

# Review of Transportation Strategies – General Findings



## Vehicle Technology and Fuel Strategies

- Large potential for GHG reduction
  - Estimated 73–76% GHG reduction per vehicle in region by shifting to battery electric vehicle
  - Decarbonization of electric grid increases benefits further
  - A national study estimated 15% GHG reduction from baseline forecast in 2030 and 94% reduction in 2050 with shifts to EV sales and cleaner grid
  - Constraints relate primarily to rate of vehicle turnover



## Mode Shift and Travel Behavior Strategies

- Meaningful but not deep GHG reductions likely
  - Studies generally show 4–24% reduction compared to 2050 baseline forecast under aggressive assumptions
  - Many analyses focus on reducing VMT per capita, but not overall VMT at a regional scale
  - Largest effects generally are from pricing strategies, such as VMT fees (which apply to all travel); land use strategies may have large effects depending on level of development growth; generally small effects from transit, bicycle/pedestrian, and other investments, although there can be synergistic effects



## Transportation Systems Management and Operations Strategies

- Modest GHG reductions due to smoother traffic flow and less idling
  - Studies generally suggest up to a few percent reduction in GHGs at a regional scale
  - Most studies are based on conventional vehicles; benefits decline as fleet transitions to hybrids/EVs

# Other Important Issues from Literature Review



## Carbon Pricing Strategies

- May be in the form of carbon taxes or cap-and-trade/invest programs
- Create economic incentives both on travel behavior and vehicle fleet/fuel decisions
- Yield notable short and long-term effects, depending on level of pricing



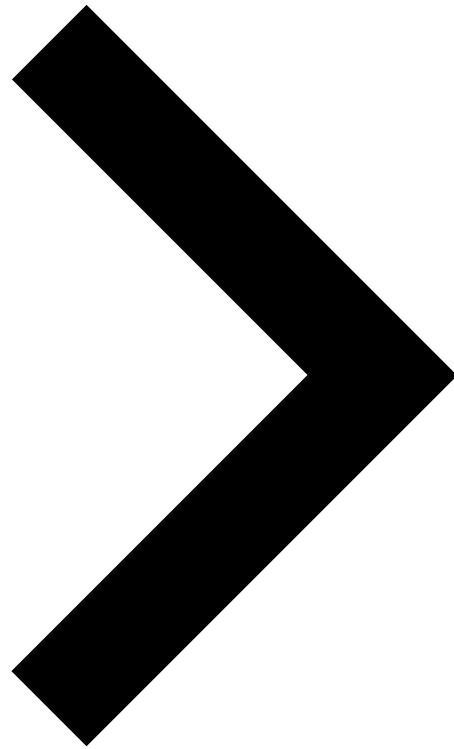
## Electric Utility-Focused Strategies

- Electric grid plays a larger role in transportation GHG emissions as more vehicles shift to EVs
- The power sector is moving toward more electricity generation from zero carbon sources



## Co-benefits and Equity Considerations

- Many strategies have co-benefits in terms of cost savings, mobility and accessibility, safety, and public health improvements
- Equity is an important consideration: Some strategies like road pricing, carbon pricing, telework, and incentives for new vehicle purchases can raise equity concerns, but policies often can be designed to address these issues



## Top-Down Analysis

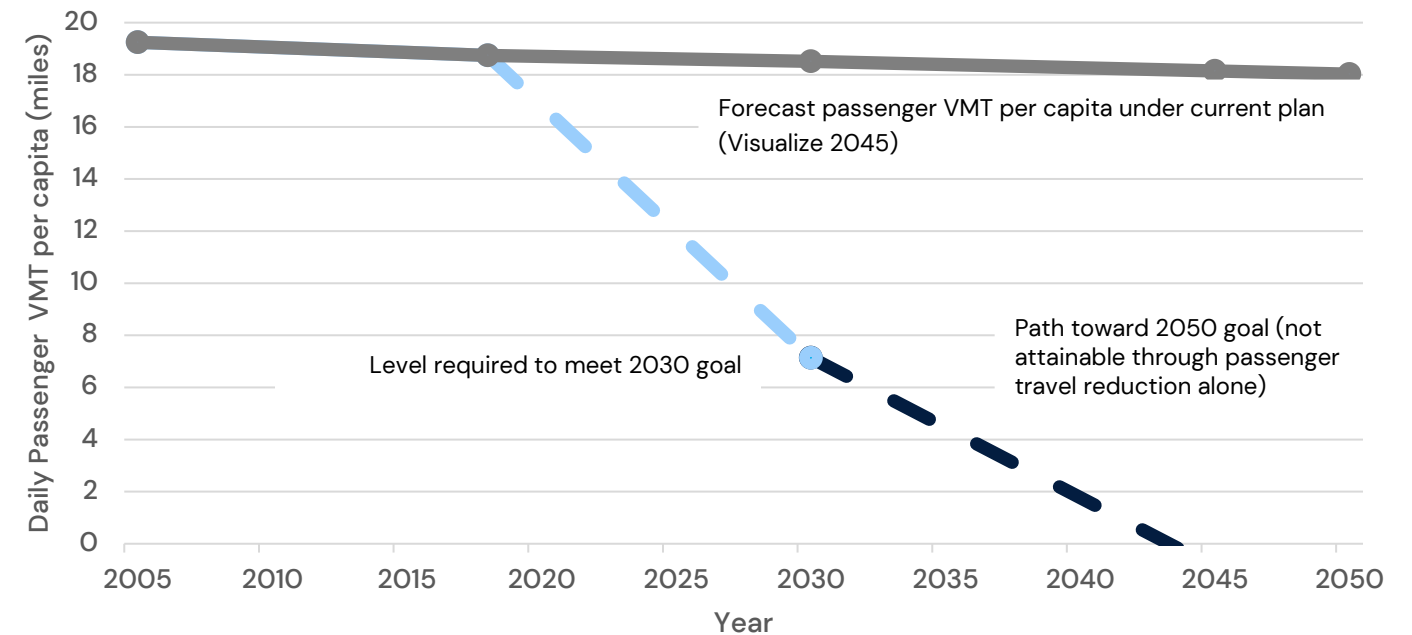
*What level of VMT reduction would be needed to meet the 2030 and 2050 goals?*

*What level of technology adoption would be needed to meet the 2030 and 2050 goals?*

# VMT Reduction Alone

- To achieve 50% emissions reduction goal by 2030 (compared to 2005 levels), passenger VMT
  - Would need to drop by 57% from 2018 level (61% compared to the 2030 forecast level)
  - Would need to drop from 18.74 daily vehicle-miles per capita in 2018 to 7.13 in 2030.
- 80% emissions reductions goal by 2050
  - Is not attainable through passenger VMT reduction alone
  - Medium and heavy-duty vehicle emissions exceed the 2050 goal of 4.15 million metric tons by 2.24 million metric tons.

Daily Passenger VMT per Capita Required to Meet GHG Goals through VMT Reduction Alone



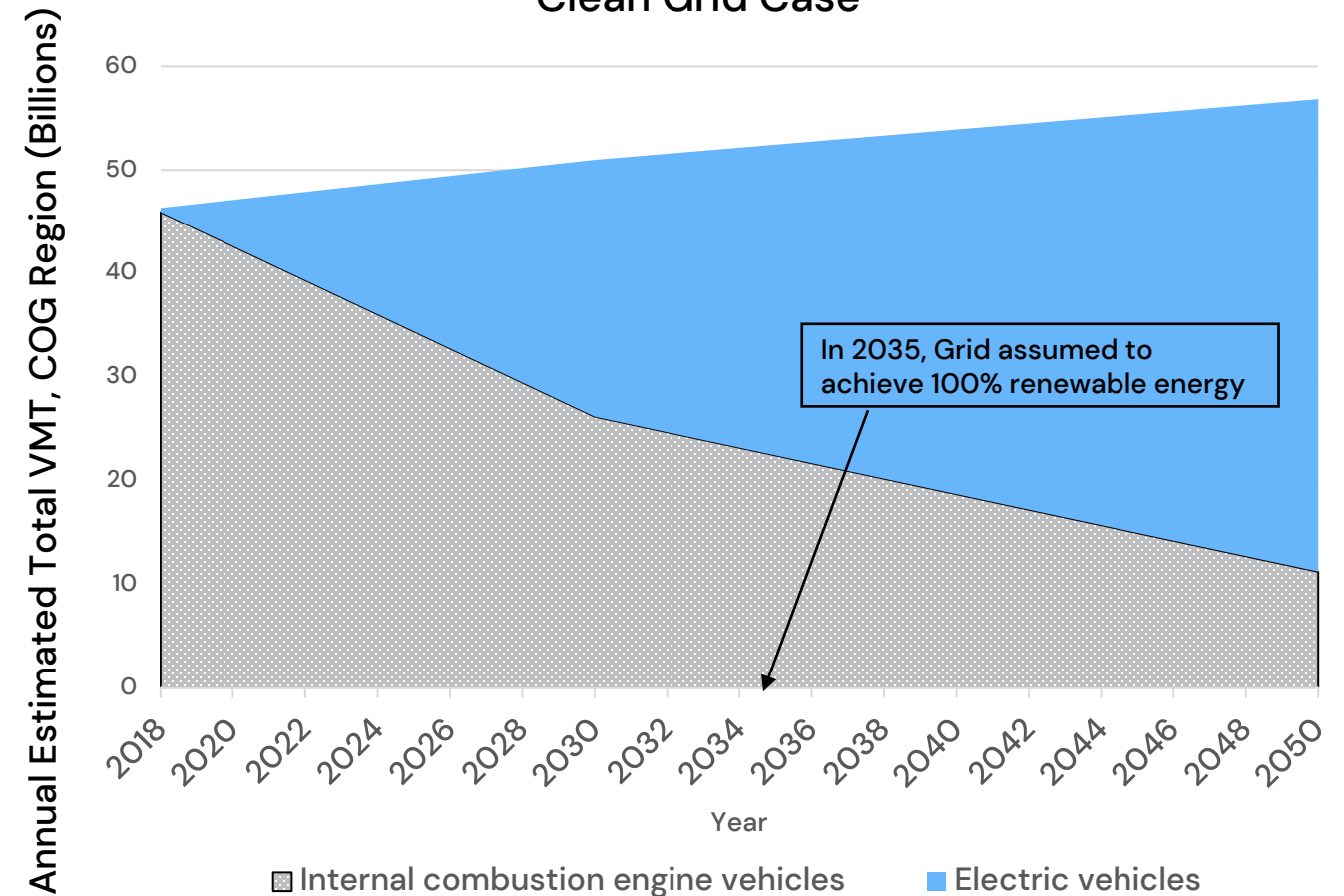
*These are unprecedented levels of sustained VMT reduction that would likely require very high levels of pricing (road, parking, fuel), nearly complete telework, and/or restrictions on driving. Despite forecasted population growth, traffic volumes in the region would need to shrink to the level seen at the height of the COVID-19 stay-at-home orders during April 2020 and not rebound.*

# Vehicle Technology Alone

- To achieve the 50% emissions reduction goal by 2030:
  - 75% of vehicles on the road would need to be EVs by 2030 using the ICF Reference Case (“on the books policies”) for electricity carbon intensity
  - 48% would need to be EVs by 2030 in the Clean Grid Case
- 80% emissions reduction goal by 2050:
  - Cannot be achieved under the ICF Reference Case assumptions for electricity carbon intensity
  - 79% of vehicles on the road would need to be EVs by 2050 in the Clean Grid Case

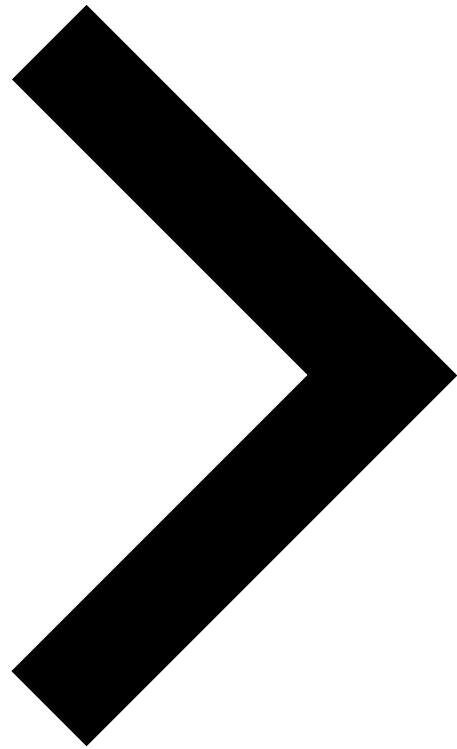
Note: This “top down” analysis used simplified assumptions with proportionate EV adoption across all vehicle classes; more robust analysis using different assumptions about EV adoption by different vehicle classes will be conducted as part of the scenario analysis.

Forecast VMT by Technology Type Required to Meet GHG Goals through Shifts to EVs Alone  
Clean Grid Case



*The required level of fleet change by 2030 is extremely ambitious and would likely require immediate shifts to all new vehicles sold as EVs, aggressive incentives to accelerate vehicle turnover, and/or carbon or fuel pricing increases.*





## Scenarios for Analysis

# Overview of 10 Scenarios

Pathway	Scenario	Title
Vehicle Technology and Fuels Improvements	VT.1	Vehicle Technology and Fuels Improvement Scenario
	VT.2	Amplified Vehicle Technology and Fuels Improvement Scenario
Mode Shift and Travel Behavior	MS.1	Mode Shift Scenario
	MS.2	Amplified Mode Shift Scenario
	MS.3	Amplified Mode Shift Scenario + Road Pricing
Transportation Systems Management and Operations (TSMO)	TSMO	Transportation Systems Management and Operations Improvement Scenario
Combined Pathways	COMBO.1	Combined Scenario (VT.1 + MS.1 + TSMO)
	COMBO.2	Combined Scenario with More Aggressive Technology Emphasis (VT.2 + MS.1 + TSMO)
	COMBO.3	Combined Scenario with More Aggressive Mode Shift Emphasis (VT.1 + MS.3 + TSMO)
	COMBO.4	Combined Scenario with Aggressive Actions Across All Pathways and Shared Connected and Automated Vehicle (CAV) Future (VT.2 + MS.3 + TSMO + shared CAV assumptions)

# Vehicle Technology and Fuels Improvements Scenarios

Vehicle Technology and Fuels Improvement Scenarios		
Strategies	VT.1 Scenario	VT.2 Scenario
Light-duty passenger car and truck sales shifting to EVs	50% of <u>new sales</u> are EVs in 2030, ramping up to 100% in 2040	100% of <u>new sales</u> are EVs by 2030, with increased fleet turnover
Medium-and-heavy-duty truck sales shifting to EVs	30% of <u>new sales</u> are EVs in 2030, ramping up to 100% in 2050	50% of <u>new sales</u> are EVs in 2030, ramping up to 100% in 2040
Transit and school bus fleet conversion	50% of buses <u>on the road</u> are EVs in 2030, 100% in 2050	100% of buses <u>on the road</u> are EVs by 2030
Biodiesel and renewable diesel	Modest reduction in carbon intensity of diesel, consistent with low-carbon fuel standard	More substantial reduction in carbon intensity of diesel, consistent with more aggressive low-carbon fuel standard, mandates, potentially supported by carbon pricing



# Mode Shift and Travel Behavior Scenarios

Mode Shift and Travel Behavior Scenarios			
Strategies	MS.1 Scenario	MS.2 Scenario	MS.3 Scenario
Land use changes and bicycle/pedestrian/micromobility enhancements	Shifts incremental growth outside of Activity Centers after 2025 to Activity Centers and areas with high-capacity transit stations; adds additional households to the region to improve jobs-housing balance	Same as MS.1, with additional shifts to bicycle/pedestrian modes	Same as MS.2
Reduce transit fare	Transit fares reduced 50% by 2030 and 75% by 2050	Free transit	Same as MS.2
Telework	25% telework assumption on an average day (about 50% telework for "office" workers)	40% telework assumption on an average day (about 80% telework for "office" workers)	Same as MS.2
Workplace Parking	All workplace parking in Activity Centers is priced by 2030	All workplace parking in Activity Centers is priced by 2030, and priced in all locations by 2050	Same as MS.2
Reduce transit travel times	Reduction of transit travel times of 10% by 2030 and 20% by 2050	Reduction of transit travel times of 15% by 2030 and 30% by 2050	Same as MS.2
Road pricing	None	None	VMT fees of \$0.05 per mile in 2030 and \$0.10 per mile in 2050; Cordon pricing of \$5 per motor vehicle trip in DC by 2030 and beyond



# Transportation Systems Management and Operations (TSMO) Scenario

## Transportation Systems Management and Operations Scenario

### Strategies

Ramp metering, incident management, active signal control, and active transportation demand management, and eco-driving

### TSMO Scenario

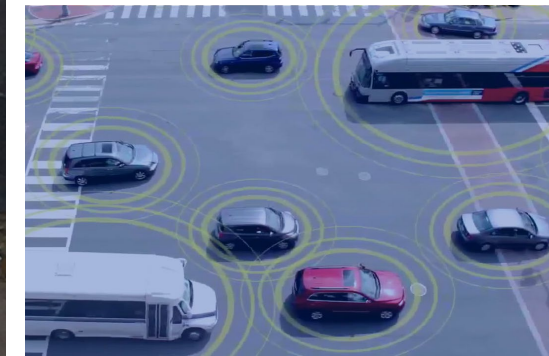
Extensive deployment regionwide to optimize traffic flow for 2030

Plus assumed eco-driving efficiencies from connected and automated vehicles (CAVs) by 2050



# Combined Scenarios

Scenario	Scenario Assumptions
COMBO.1: All Pathways	VT.1 + MS.1 + TSMO
COMBO.2: More Aggressive Technology Emphasis	VT.2 + MS.1 + TSMO
COMBO.3: More Aggressive Mode Shift Emphasis	VT.1 + MS.3 + TSMO
COMBO.4: Most Aggressive Across All Pathways with Shared CAV Future	VT.2 + MS.3 + TSMO + Shared CAVs



# Electricity Grid Sensitivity Analysis

- Emissions from EVs depend on the emissions profiles of electricity generation
- ICF will perform a sensitivity analysis using three emissions cases:

## Reference Case

- Based on current **on-the-books** policies in VA, DC, and MD

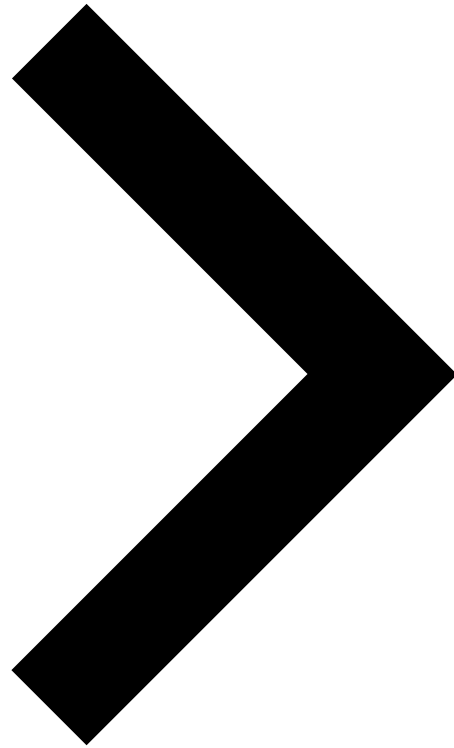
## Modified Reference Case

- Slightly more aggressive than Reference Case, assuming zero-carbon grid by 2040 in MD

## Clean Grid Case

- Most aggressive, assumes 100% clean grid by 2035





# Tools and Models for Analysis



# Tools and Models for Use in Analysis

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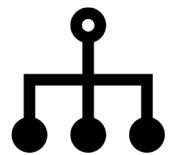


Sketch planning tools and models selected to analyze individual strategies and combinations

- For vehicle technology and fuels strategies, use of fleet analysis tools (VISION) along with sketch analysis
- For MSTB strategies, use of TRIMMS analysis tool, combined with limited analysis using the regional travel demand model
- For TSMO strategies, apply adjustments to emissions rates based on literature review and scale based on congestion



Spreadsheet-based model developed for study to analyze effects of scenarios



Sensitivity analysis to be conducted using electric power carbon intensity

- Building on Integrated Planning Model (IPM)



# → Implications / Next Steps

- Robust set of 10 scenarios being analyzed
- Will explore estimated impacts to determine those scenarios that could achieve the 2030 and 2050 goals, and where scenarios fall short
- Will highlight policy issues, including equity considerations associated with strategies





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 [linkedin.com/company/icf-international/](https://www.linkedin.com/company/icf-international/)

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### About ICF

ICF (NASDAQ:ICFI) is a global consulting and digital services company with over 7,000 full- and part-time employees, but we are not your typical consultants. At ICF, business analysts and policy specialists work together with digital strategists, data scientists and creatives. We combine unmatched industry expertise with cutting-edge engagement capabilities to help organizations solve their most complex challenges. Since 1969, public and private sector clients have worked with ICF to navigate change and shape the future.