



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 10, 2020

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: September 10, 2020

At its meeting on September 4, the TPB Steering Committee reviewed and approved the following resolutions to amend the FY 2021-2024 Transportation Improvement Program (TIP):

- **SR3-2021:** to include \$18 million in state funding for the Long Bridge project between the Commonwealth of Virginia and the District of Columbia, as requested by VDOT. Funding for this project was included in the financial analysis of Visualize 2045 and it was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.
- **SR4-2021:** to include \$5.94 million in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative grant and local match funding for the Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project in the TPB's section of the TIP. These are new funds that were not accounted for in the Visualize 2045 financial analysis. This project is exempt from the air quality conformity analysis requirement.
- **SR5-2021:** to include \$189,000 in Innovative Coordinated Access and Mobility (ICAM) pilot project and local match funding for the Rides to Health project in Montgomery County. These are new funds that were not accounted for in the Visualize 2045 financial analysis. This project is exempt from the air quality conformity analysis requirement.

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.” These three amendments constitute the changes approved as a part of TIP Action 21-07, the seventh version of the FY 2021-2024 TIP.

Attachments

- Approved resolution SR3-2021 to amend the FY 21-24 TIP, requested by VDOT
- Approved resolution SR4-2021 to amend the TPB's section of the FY 21-24 TIP
- Approved resolution SR5-2021 to amend the TPB's section of the FY 21-24 TIP

TPB Steering Committee Attendance – September 4, 2020
(only voting members listed)

District of Columbia rep.	Chris Laskowski (of Charles Allen's office)
Maryland rep./TPB Chair:	Kelly Russell
Virginia rep.	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA	Mark Phillips

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE LONG BRIDGE PROJECT,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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 20, 2020, VDOT has requested an amendment to the FY 2021-2024 TIP to include the **Long Bridge project, (TIP ID 6727)**, with \$9 million in FY 2021 and \$9 million in FY 2022 for planning and engineering using state funding, as described in the attached materials:

WHEREAS, full funding for this project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT THE STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2021-2024 TIP to include the **Long Bridge project (TIP ID 6727)**, with \$9 million in FY 2021 and \$9 million in FY 2022 for planning and engineering using state funding, as described in the attached materials.

TIP Action 21-07 (part 1 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

August 19, 2020

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

RE: FY 2021-2024 Transportation Improvement Program Amendment for TIP# 6727, Long Bridge DC-VA

Dear Ms. Russell:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add TIP # 6727, the DC-VA Long Bridge Project. This project will provide major improvements to passenger and freight rail service benefitting the entire region and will address a major bottleneck affecting rail travel on the Eastern Seaboard. This project will add four railroad tracks, a rail and pedestrian-bicycle bridge and related land and Potomac River crossing from Arlington, VA to Washington, DC. The project termini are from Control Point LE Interlocking in Washington, DC to Control Point RO in Arlington, VA. The proposed amendment adds approximately \$18 million in State funding for preliminary engineering, equally divided between FY 2021 and 2022.

The Long Bridge and related capacity improvements are included in Visualize 2045 Air Quality Conformity Analysis. This amendment reflects the latest estimates and planned obligations of the Commonwealth Transportation Board and will not change the Financial Constraint findings of the TIP or Visualize 2045. VDOT requests approval of the amendment by the Transportation Planning Board's Steering Committee at its meeting on September 4, 2020. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Helen Cuervo".

Helen Cuervo, P.E.
District Administrator, Northern Virginia District, VDOT

Cc:
Ms. Maria Sinner, P.E., VDOT-NoVA,
Ms. Marie Berry, DRPT
Ms. Katherine Youngbluth, DRPT
Mr. Norman Whitaker, AICP, VDOT-NoVA



FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Formal amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

Agency: Virginia Department of Transportation

Title: Long Bridge

TIP ID: 6727 **Description:** **Projected Completion:** 2028

Agency ID: DRPT003

Facility: Long Bridge

From: Control Point RO (Arlington) Rosslyn (RO) int

To: L'Enfant (LE) interlocking near 10th Street S

Total Project Cost: \$220,000

SOURCE CODE	Federal/ State/ Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
State	0/100/0			9,000 a	9,000 a			18,000	18,000

Amendment or Modification Description and Approval Date

Amendment: 21-07: Amend New Project to TIP	Approved on: 9/4/2020
Amend project into the FY 2021-2024 TIP with \$18 M in state funding in FY 2021 and FY 2022.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE DEPLOYMENT OF PERSONALIZED AND
DYNAMIC TRAVEL DEMAND MANAGEMENT TECHNOLOGY IN THE WASHINGTON, D.C.-
BALTIMORE, MD-RICHMOND, VA MEGAREGION PROJECT**

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, The FAST Act established the ATCMTD program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Each Fiscal Year, 2016 through FY 2020, \$60 million is authorized and the Federal share for each project may be up to 50 percent of the cost of the project; and,

WHEREAS, on June 6, 2019, The Federal Highway Administration (FHWA) announced the opportunity to apply for approximately \$12 million in Fiscal Year (FY) 2020 funds nationally under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award; (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program); and

WHEREAS, COG/TPB staff submitted a \$5.95 million grant application on August 5, 2019 titled "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion." The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2)

integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups; and,

WHEREAS, On June 16, 2020, the FHWA announced ATCMTD funding for ten projects nationally. COG/TPB's "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion" project had been selected for funding at the fully requested federal grant dollar amount of \$2.97 million. The total project budget is \$5.94 million, which includes \$2.97 million (50% of the project total) local matching provided by the project partners (the three state funding agencies, University of Maryland, and Greater Washington Partnership).

WHEREAS, on August 12, 2020, the COG Board of Directors adopted Resolution R27-2020 – Resolution Authorizing COG to receive and expend grant funds from the FHWA for its ATCMTD grant.

WHEREAS the TPB's portion of the FY 2021-2024 TIP is proposed to be amended to include \$2.97 million in federal ATCMTD funds and \$2.97 million in state and local matching funds between FY 2021 and FY 2023 for the **Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project (TIP ID 6728)**, as described in the attached tables and memorandum to the TPB; and

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

NOW, THEREFORE, BE IT RESOLVED THAT THE STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2021-2024 TIP to include \$2.97 million in federal ATCMTD funds and \$2.97 million in state and local matching funds the **Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion project (TIP ID 6728)** between FY 2021 and FY 2023 as described in the attached materials.

TIP Action 21-07 (part 2 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Federal Highway Administration's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award
DATE: July 22, 2020

The FAST Act established the ATCMTD program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Each Fiscal Year, 2016 through FY 2020, \$60 million is authorized and the Federal share for each project may be up to 50 percent of the cost of the project.

On June 6, 2019, The Federal Highway Administration (FHWA) announced the opportunity to apply for approximately \$12 million in Fiscal Year (FY) 2020 funds nationally under the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Grant Award; (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program).

COG/TPB staff submitted a \$5.95 million grant application on August 5, 2019 titled "Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion." The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2) integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups.

In collaboration with state and local governments in the District of Columbia, Maryland, and Virginia, the private sector represented by the Greater Washington Partnership (GWP), more than 8,000 existing employer partners, and the University of Maryland (UMD), this ATCMTD project will leverage the latest advances in real-time big data, artificial intelligence, and advanced computing technologies to deliver personalized and dynamic traveler incentives and to implement a first-in-the-nation, coordinated TDM deployment in an entire megaregion covering three metropolitan areas: the DMV megaregion of Washington, D.C., Baltimore, MD, and Richmond, VA metropolitan areas and surrounding rural counties in D.C., DE, MD, PA, VA, and WV.

On June 16, 2020, COG/TPB staff [was notified](#) that it had been one of 10 projects nationally that had been awarded a ATCMTD program grant for the full grant dollar application amount; \$2.97 million (50%) of the grant award will be federal, and the remaining \$2.97 million (50%) will be a local match provided by the project partners (Commuter Connections funding agencies, UMD, and GWP) tasked with the development and deployment of the technology service platform. COG's responsibilities will be to work with FHWA on executing a direct Cooperative Agreement to manage

and implement the grant, executing agreements/MOU's or amending the CCWP with the project partners as needed, filing progress and financial reports, reviewing and approving invoices, and handling all financial aspects of the grant during the three year grant period.

NEXT STEPS

The COG Board will be asked to approve the receipt and expenditure of the ATCMTD grant funds at its August 12, 2020 Board meeting. The TPB will be asked to approve the ATCMTD grant award, with COG as its administrative agent, at its September 16, 2020 meeting.

**ADOPTION OF CONSENT AGENDA ITEMS
August 2020**

RESOLUTION R27-2020 – RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND GRANT FUNDS FROM THE FEDERAL HIGHWAY ADMINISTRATION FOR ITS ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) INITIATIVE PROGRAM

The Board will be asked to adopt Resolution 27-2020 authorizing the Executive Director, or his designee, to receive and expend COG funds from the Federal Highway Administration's Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative Program (Catalog of Federal Domestic Assistance number: 20.200 - Highway Research and Development Program) in the amount of \$2.97 million in Federal funds. The remaining \$2.97 million (50%) will be a local match provided by the project partners (DDOT, MDOT, VDOT, the University of Maryland, and the Greater Washington Partnership). No COG matching funds are required for this grant. The project will seek to accomplish the following: (1) leverage the best available technology to maximize the cost-effectiveness of a megaregion Transportation Demand Management (TDM) program; (2) integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; (3) provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area; and (4) enhance multimodal transportation access and system performance for all user groups.

RECOMMENDED ACTION: Adopt Resolution R27-2020.

RESOLUTION R28-2020 - RESOLUTION AUTHORIZING COG TO ENTER INTO A GRANT AGREEMENT WITH THE U.S. FOREST SERVICE THROUGH THE DISTRICT OF COLUMBIA TO CONDUCT AN URBAN FOREST CANOPY ANALYSIS AND TO CREATE FOOD FOREST DEMONSTRATION PLOTS FOR THE DISTRICT OF COLUMBIA.

The board will be asked to adopt Resolution R28-2020 authorizing the Executive Director, or his designee, is authorized to enter into a cooperative agreement with the U.S. Forest Service and the District of Columbia for Partnership Projects to conduct a two-year study of urban tree canopy in the District of Columbia, and to plant edible forest gardens in the District of Columbia. This cooperative agreement provides COG with \$153,000 of U.S. Forest Service funds for the execution of this project. A \$10,000 local match required. The COG match will be provided through FY '21 and FY '22 Regional Environmental Fund. The project duration is no longer than four years.

RECOMMENDED ACTION: Adopt Resolution R28-2020.

RESOLUTION R29-2020 - RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COG COMMUNITY ENGAGEMENT CAMPAIGN (CEC)

The board will be asked to adopt Resolution R29-2020 authorizing the Executive Director, or his designee, to expend COG funds from Anacostia Restoration Program/ Department of Environmental Program in the amount of \$30,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to enhance Anacostia community communication and public engagement. This campaign will promote the value of the watershed, with a long-term goal of raising awareness and encouraging positive resident interactions in the watershed and changing resident behaviors. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R29-2020.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on August 12, 2020.

Patricia A. Warren, Executive Assistant

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

Agency: National Capital Region Transportation Planning Board

Title: Deployment of Personalized and Dynamic Travel Demand Management Technology in the Washington, D.C.-Baltimore, MD-Richmond, VA Megaregion

TIP ID:	6728	Description:	Projected Completion:	2020
Agency ID:		Expand the incenTrip technology platform leverage the best available technology to maximize the cost-effectiveness of a megaregion TDM program, integrate and expand existing TDM programs through a shared technology platform with public and private sector partners; and provide personalized, timely and accurate travel information to all residents, businesses, and visitors in the proposed service area and enhance multimodal transportation access and system performance for all user groups.		
Facility:				
From:				
To:				

Total Project Cost: \$5,940

SOURCE CODE	Federal/ State/ Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
ATCMTD	100/0/0			1,000 e	1,000 e	970 e			
Local/Private	0/100/0			1,000 e	1,000 e	970 e			

Amendment or Modification Description and Approval Date

Amendment: 21-07: Amend New Project to TIP	Requested on: 9/4/2020
Amend project into the FY 2021-2024 TIP with \$2.97 M in ATCMTD funding and \$2.97 M in local and private match between FY 21-23.	

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE RIDES TO HEALTH PROJECT IN
MONTGOMERY COUNTY

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, Pursuant Federal Transit Administration (FTA) Circular 9030.1E Section V, Paragraph 1: "All transit projects for which federal funds are expected to be used and that are within metropolitan planning boundaries must be included in a metropolitan transportation plan and TIP developed and approved by the MPO and the governor of a state, and must be included in a statewide transportation improvement plan (STIP) that has been approved by FTA and Federal Highway Administration (FHWA). Projects listed in the TIP must be consistent with the MPO metropolitan transportation plan and projects listed in the STIP must be consistent with the long-range statewide transportation plan"; and

WHEREAS, on November 1, 2019, the FTA announced through a Notice of Funding Availability competitive Innovative Coordinated Access and Mobility (ICAM) pilot program grants (CFDA 20.513). The ICAM grants are intended to support capital projects that address the challenges the transportation disadvantaged face when accessing healthcare and other essential community services. Eligible recipients of federal ICAM funds include States, tribes, designated or direct recipients under 49 U.S.C. 5307, 5310, or 5311; and

WHEREAS, on January 6, 2020, COG submitted an ICAM application to be considered by FTA. The proposed project, *Rides to Health*, was developed in partnership with ITCurves, based in Montgomery County, Maryland. The *Rides to Health* project will develop a technology platform that integrates and synchronizes transportation services to/from dialysis centers, including making reservations, scheduling trips, and monitoring on-time arrivals; and

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

WHEREAS, on March 23, 2020, FTA advised COG that projects funded by ICAM are required to be included in the TIP before activity can begin; and

WHEREAS, on June 5, 2020, the FTA announced that COG's *Rides to Health* project was selected for funding at the fully requested federal amount of \$151,200. The total project budget is \$189,000, which includes \$37,800 (20% of project total) local matching funds, to be paid using revenue funds from ITCurves; and

WHEREAS, on July 8, 2020, the COG Board of Directors adopted the attached Resolution R23-2020 – a resolution authorizing COG to receive and expend grant funds from the FTA for its ICAM grant; and

WHEREAS the TPB's portion of the FY 2021-2024 TIP is proposed to be amended to include \$151,200 in federal ICAM funds and \$37,800 in matching funds in FY 2021 for the **Rides to Health project (TIP ID 6729)**, as described in the attached table and memorandum to the TPB;

NOW, THEREFORE, BE IT RESOLVED THAT THE STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2021-2024 TIP to include \$151,200 in federal ICAM funds and \$37,800 in matching funds for the **Rides to Health project (TIP ID 6729)**, as described in the attached materials.

TIP Action 21-07 (part 3 of 3): Amendment approved by the TPB Steering Committee at its virtual meeting September 4, 2020.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Federal Transit Administration's Innovative Coordinated Access and Mobility (ICAM - Mobility for All) Pilot Program Grant Award
DATE: July 22, 2020

On November 1, 2019, The Federal Transit Administration (FTA) announced the opportunity to apply for approximately \$3.5 million in Fiscal Year (FY) 2020 funds nationally under the Innovative Coordinated Access and Mobility (ICAM - Mobility for All) pilot program; (Catalog of Federal Domestic Assistance number: 20.513).

This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.

COG/TPB staff submitted a \$189,000 grant application on January 6, 2020 titled "Rides to Health." The Rides to Health pilot project proposal outlined the development of a technology platform which will integrate and synchronize transportation services to/from dialysis centers for underserved populations. The need to identify and provide greater mobility flexibility and access to dialysis centers has been documented in the Coordinated Human Service Transportation Plan for the National Capital Region.

On June 5, 2020, COG/TPB staff was notified that it had been one of 17 projects nationally that had been awarded a ICAM - Mobility for All Pilot program grant for the full grant dollar application amount; \$151,200 (80%) of the grant award will be federal, and the remaining \$37,800 (20%) will be a local match provided by IT Curves, a private entity and grant subrecipient tasked with the development and deployment of the technology service platform. COG's responsibilities will be to develop and submit an application in TrAMS, FTA's grants management system, manage and implement the grant, file Quarterly Milestone Progress Reports and Federal Financial Reports, review and approve invoices, and make drawdowns and reimburse the subrecipient for the 18-month period of the award.

NEXT STEPS

The COG Board was asked to approve the receipt and expenditure of the grant funds at its July 8, 2020 Board meeting. The TPB will be asked to approve the designation of TPB, with COG as its administrative agent, as the Designated Recipient of the Innovative Coordinated Access and Mobility (ICAM - Mobility for All) Pilot Program Grant Award at its September 16, 2020 meeting.

COG/TPB staff will complete an application in TrAMS to receive the funds from FTA and contract with the subrecipient (IT Curves) to manage the award.

ADOPTION OF CONSENT AGENDA ITEMS
July 2020

RESOLUTION R23-2020 – RESOLUTION AUTHORIZING COG TO RECEIVE AND EXPEND GRANT FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION FOR ITS INNOVATIVE COORDINATED ACCESS AND MOBILITY PILOT PROGRAM

The Board will be asked to adopt Resolution 23-2020 authorizing the Executive Director, or his designee, to receive and expend COG funds from the Federal Transit Administration’s Innovative Coordinated Access and Mobility Pilot Program (ICAM Pilot Program; Catalog of Federal Domestic Assistance (CFDA) number: 20.513) in the amount of \$151,200 Federal funds. The pilot project, titled Rides to Wellness, will be contracted to IT Curves of Montgomery County, Maryland, who will provide matching funds. No COG matching funds are required for this grant.

RECOMMENDED ACTION: Adopt Resolution R23-2020.

RESOLUTION R24-2020 - RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO COMPLETE A REGIONAL ANALYSIS OF THE IMPEDIMENTS TO FAIR HOUSING CHOICE.

The board will be asked to adopt Resolution 24-2020 authorizing the Executive Director, or his designee, to expend COG funds from the Department of Community Planning and Services in the amount of up to \$500,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to complete a Regional Analysis of the Impediments to Fair Housing Choice. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R24-2020.

I HEREBY CERTIFY THAT the foregoing resolutions were adopted by the COG Board of Directors July 8, 2020

Janele Partman
COG Communications Specialist

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Amendment request approved by TPB Steering Committee on 9/4/2020

All amounts shown in \$1,000s

Agency: National Capital Region Transportation Planning Board

Title: Rides to Health

TIP ID:	6729	Description:	Projected Completion:	2022
Agency ID:		Develop a technology platform that integrates and synchronizes transportation services to/from dialysis centers, including making reservations, scheduling trips, and monitoring on-time arrivals.		
Facility:				
From:				
To:				

Total Project Cost: \$189

SOURCE CODE	Federal/State/Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
ICAM	100/0/0			151	e			151	189
Local	0/0/100			38	e			38	

Amendment or Modification Description and Approval Date

Amendment: 21-07: Amend New Project to TIP	Requested on: 9/4/2020
Amend project into the FY 2021-2024 TIP with \$151,200 in federal ICAM funding and \$37,800 in matching funds in FY 2021.	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 10, 2020

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



July 24, 2020

VIA EMAIL

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

Dear Chairman Russell:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2021 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 2021 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 J. 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 12, 2020

Mr. Norman Whitaker
Transportation Planning Director
VDOT Northern Virginia District
4975 Alliance Dr.
Fairfax, VA 22030

Dear Mr. Whitaker:

I am writing to provide you our assessment of the potential impact of updates to the I-495 NEXT project on the regional air quality conformity analysis of the TPB's current Long Range Transportation Plan (2020 Amendment to Visualize 2045) and Transportation Improvement Program (FY 2021-2024 TIP). In your July 13, 2020 email, you asked if some proposed updates to the I-495 project would be significant enough to change the results of the regional air quality conformity analysis of the Plan and TIP. Upon a detailed review of the updates to the I-495 NEXT project and based on the results of a targeted regional air quality conformity analysis (sensitivity test) we believe that the proposed changes to the I-495 NEXT project, by themselves, do not change the results of the air quality conformity determination for the approved 2020 Amendment to the Visualize 2045 Plan and FY2021-2024 TIP.

The I-495 NEXT project is part of the TPB's Plan and TIP and was included in the federally approved air quality conformity analysis. VDOT has proposed changes to the I-495 NEXT project which are shown as highlighted areas in the attached table. The changes eliminate a proposed peak-period north bound shoulder express lane to the George Washington Parkway and modify completion dates for some segments of the project. In order to assess the magnitude of changes in mobile emissions estimates from these changes alone, we conducted a sensitivity test. The sensitivity test involved a new regional emissions analysis just for the out year (2045) of the Plan to capture all of the proposed changes.

For the sensitivity test, staff used the highway network from the approved conformity analysis and updated it to reflect the proposed changes to the I-495 NEXT project. No changes were made to any other inputs or modeling tools used in the currently approved air quality conformity analysis. A comparison of the year 2045 estimates of regional volatile organic compound (VOC) and nitrogen oxide (NOx) emissions from the approved analysis to those with the proposed changes to I-495 NEXT project indicates that the results of the regional conformity determination would not be substantively impacted by the proposed change. Table 1 summarizes the results of the sensitivity analysis and comparison.

Mr. Norman Whitaker
June 30, 2019

Table 1. 2045 Regional Emissions Analysis: Sensitivity test

Analysis Scenario	NOx (Tons/day)	VOC (Tons/Day)
2020 Amendment to Visualize 2045 - Approved Conformity	19.419	18.281
2020 Amendment to Visualize 2045 - With Proposed Changes to I-495 NEXT	19.424	18.282
Difference - Absolute (Percent)	0.005 (0.0%)	0.001 (0.0%)
Tier 1 Motor Vehicle Emissions Budget (MVEB)	27.400	24.100
2020 Amendment to Visualize 2045 - Approved Conformity: MVEB Margin	7.981	5.819
2020 Amendment to Visualize 2045 - With Proposed Changes to I-495 NEXT: MVEB Margin	7.976	5.818

As with the 2020 Amendment to Visualize 2045 conformity analysis, the emissions levels in the sensitivity test, reflecting the change to the I-495 NEXT project, are below the Tier 1 mobile budgets. As also may be observed, results from both analyses are very similar, with the proposed change to the I-495 NEXT project resulting in regional emissions increasing slightly by .005 tons/day of NOx and by .001 tons/day of VOC. Given the overall magnitude of total emissions, this change is not considered substantive.

Since the analysis shows that the proposed changes to the project would result in non-substantive amount of change in regional emissions and result in emissions that are within the mobile budgets for the 2045 forecast year, we believe it is reasonable to conclude that the pollutant levels for the other forecast years (2025, 2030, and 2040) would also be within the mobile budgets.

As part of interagency consultation, staff presented the VDOT request and proposed sensitivity test to the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) at the monthly meeting in July. Staff also plans to share this letter with the results of the sensitivity test with the TPB Technical Committee and MWAQC TAC at their next meetings.

As we discussed, these changes will need to be included in the upcoming air quality conformity analysis of the 2022 Amendment to the Visualize 2045 Plan. We anticipate that this new regional air quality conformity determination work will commence at the beginning of 2021. If you have any questions on the above assessment please feel free to contact Jane Posey at jposey@mwkog.org or 202-962-3331.

Sincerely,



Kanathur Srikanth
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments

Attachment

**EXCERPT FROM 2020 Amendment to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(I495 NEXT Project Modifications are highlighted)**

12/10/2019
05/06/2020

Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
						Fr	To	Fr	To	
VDOT										
Interstate										
1011	VI2R48	Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022
20	VI4Iaux1	Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
21	VI4Iaux2	Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
22	VI4Iaux3	Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
24	VI4Iaux5	Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
25	VI4Iaux6	Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
29	VI4Iaux10	Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
32	VI4Iaux13	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
35	VI4Iaux16	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
38	VI4Iaux19	Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030 2025
39	VI4Iaux20	Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030 2035
999	VI4IRMP1	Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
1000	part of VI4KA	Construct	I-495 Express Lanes (Shoulder Lane) - NB DIRECTION PEAK PERIODS ONLY	Dulles Connector WB On Ramp	GW Parkway Off Ramp	0	1	0	1	2025
1001	VI4IRMP2	Construct	I-495 NB Exchange Ramp	Interstate Ramp	I-495 NB GP Lanes at Dulles Toll Road	0	1	0	1	2045
1002	VIRIRMP3	Construct	I-495 SB Exchange Ramp	Interstate Ramp	I-495 SB Express Lanes at Dulles Toll Road	0	1	0	1	2045
40	VI4K	Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+4	2025
41	VI4KA	Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	2025
49	Part VI4IHOTa	Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	2030 2045
519	Part VI4IHOTa	Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	at VA 267 Dulles Toll Road	1	1			2030 2035
517	Part VI4IHOTa	Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	2030 2045
520	VI4IrmP1	Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	2030 2045
50	VI4IHOTb	Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	2020 2035



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 10, 2020

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

TRAVEL DEMAND MANAGEMENT: REGIONAL PRIORITY

Potential for Telework to Address Congestion

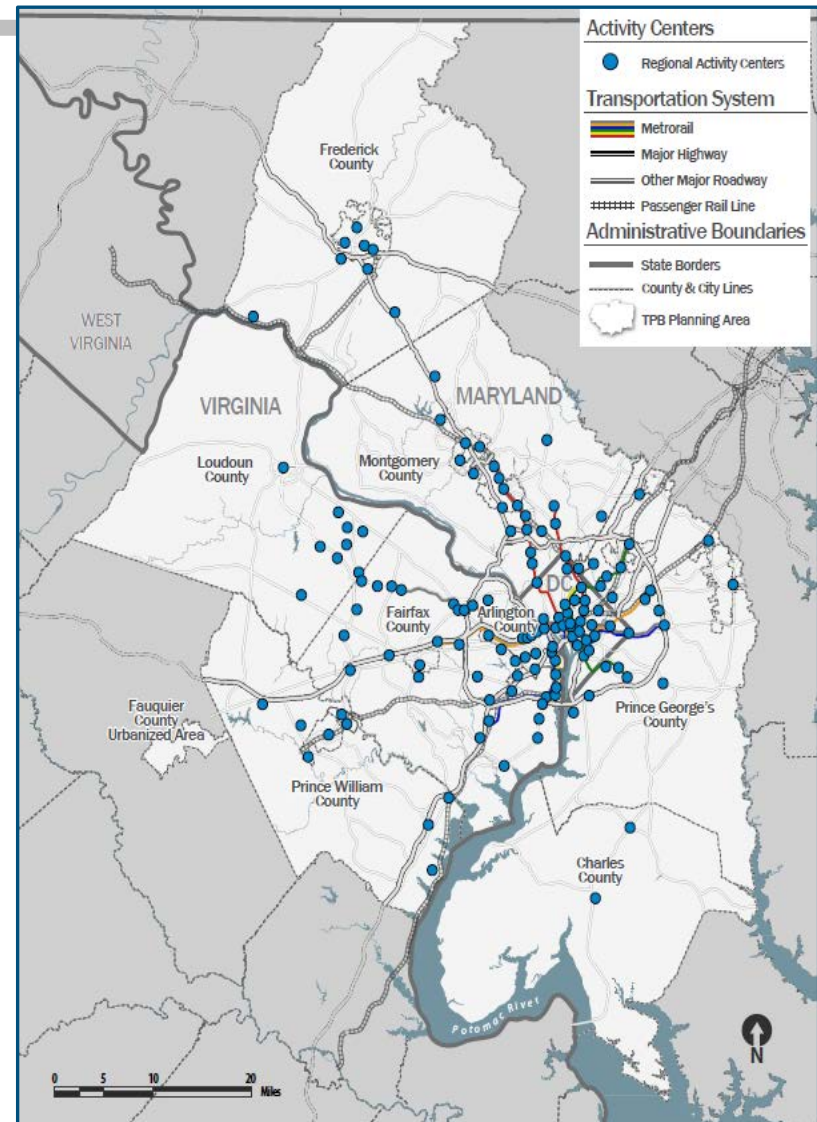
Hon. Kelly Russell
National Capital Region Transportation Planning Board Chair

Maryland House of Delegates, Transportation & The Environment Subcommittee
August 13, 2020



Transportation Planning Board (TPB)

- Diverse area - 3,500 Sq. miles.
- Numerous jurisdictions: 3 "states," and 23 counties & cities
- Multiple stakeholders: State and local departments of transportation and transit agencies, legislative representatives, National Park Service, Airports Authority.
- 5.7 million people
- 3.3 million jobs
- 141 Activity Centers

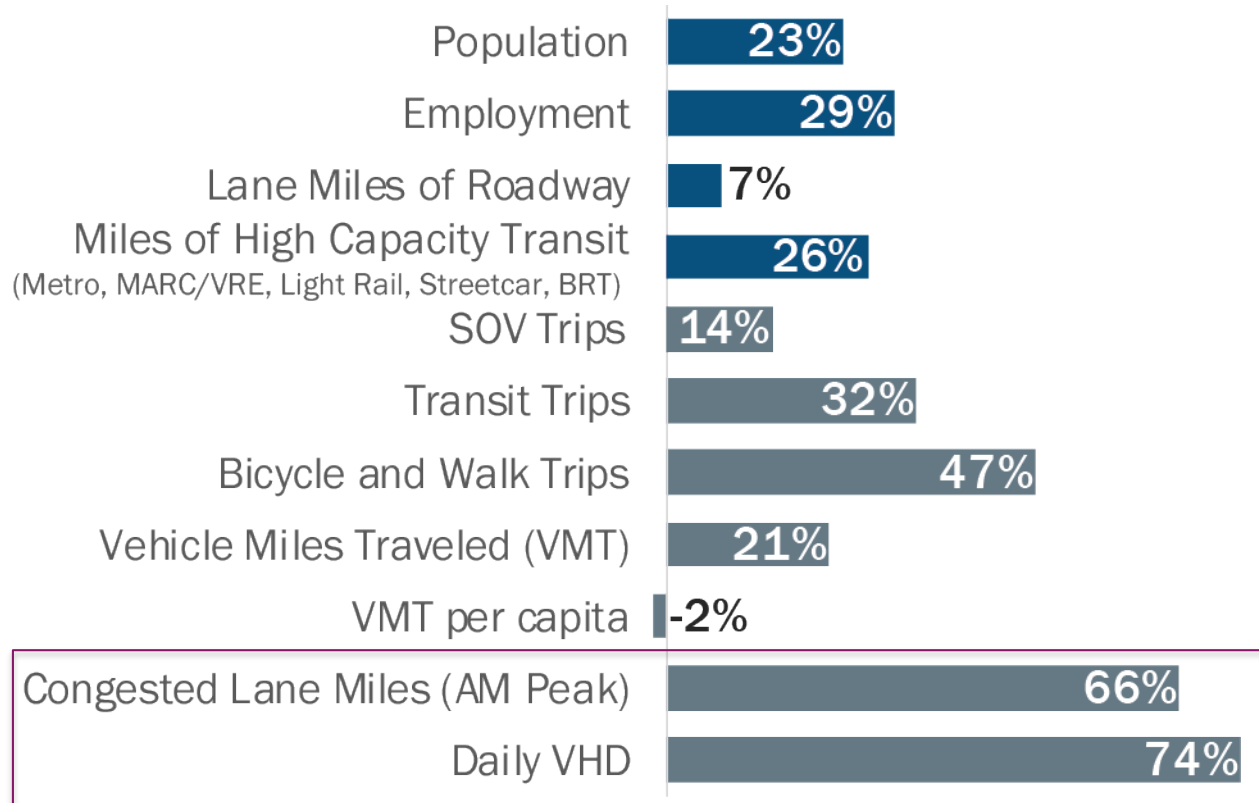


T&E Subcommittee: Travel Demand Management (TDM) Perspective

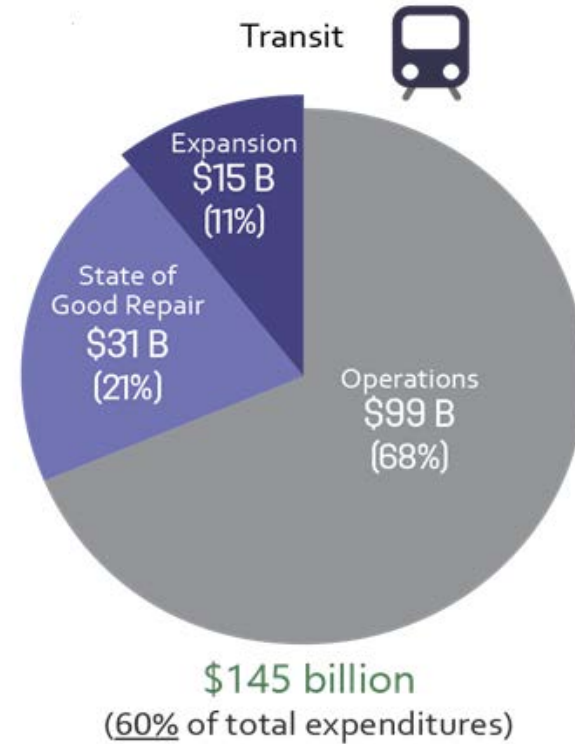
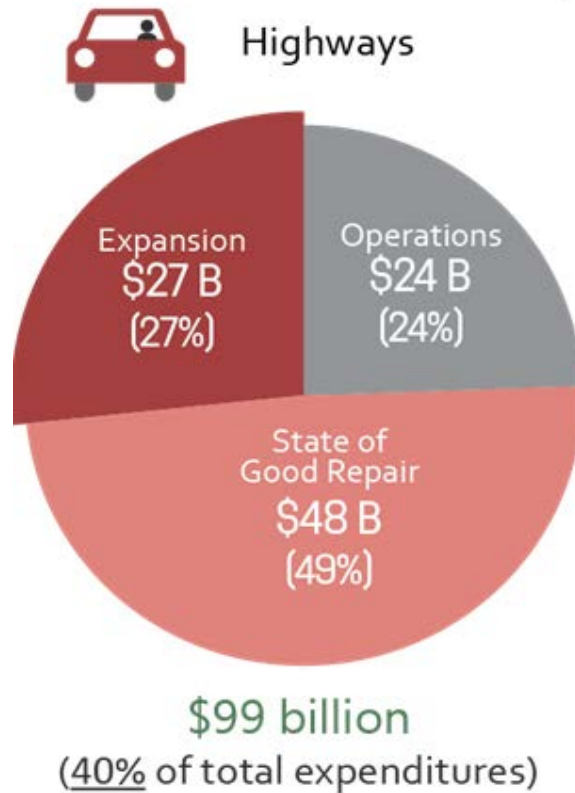
- There is evidence that a small percentage of traffic reduction by those employees who do not need to be on the roads at peak times can result in a free flow of traffic throughout the day.
- Although not all jobs can be done remotely, a statewide incentive to encourage telework can reduce peak period traffic which can have a greater impact on reducing peak congestion
- We have the opportunity to work with all levels of government, the MPOs, private sector business community, and Maryland commuters to explore ways to reduce traffic, particularly during peak times in innovative ways.



TPB: 2014 Plan Mobility Challenges



TPB: 2014 Plan Investments

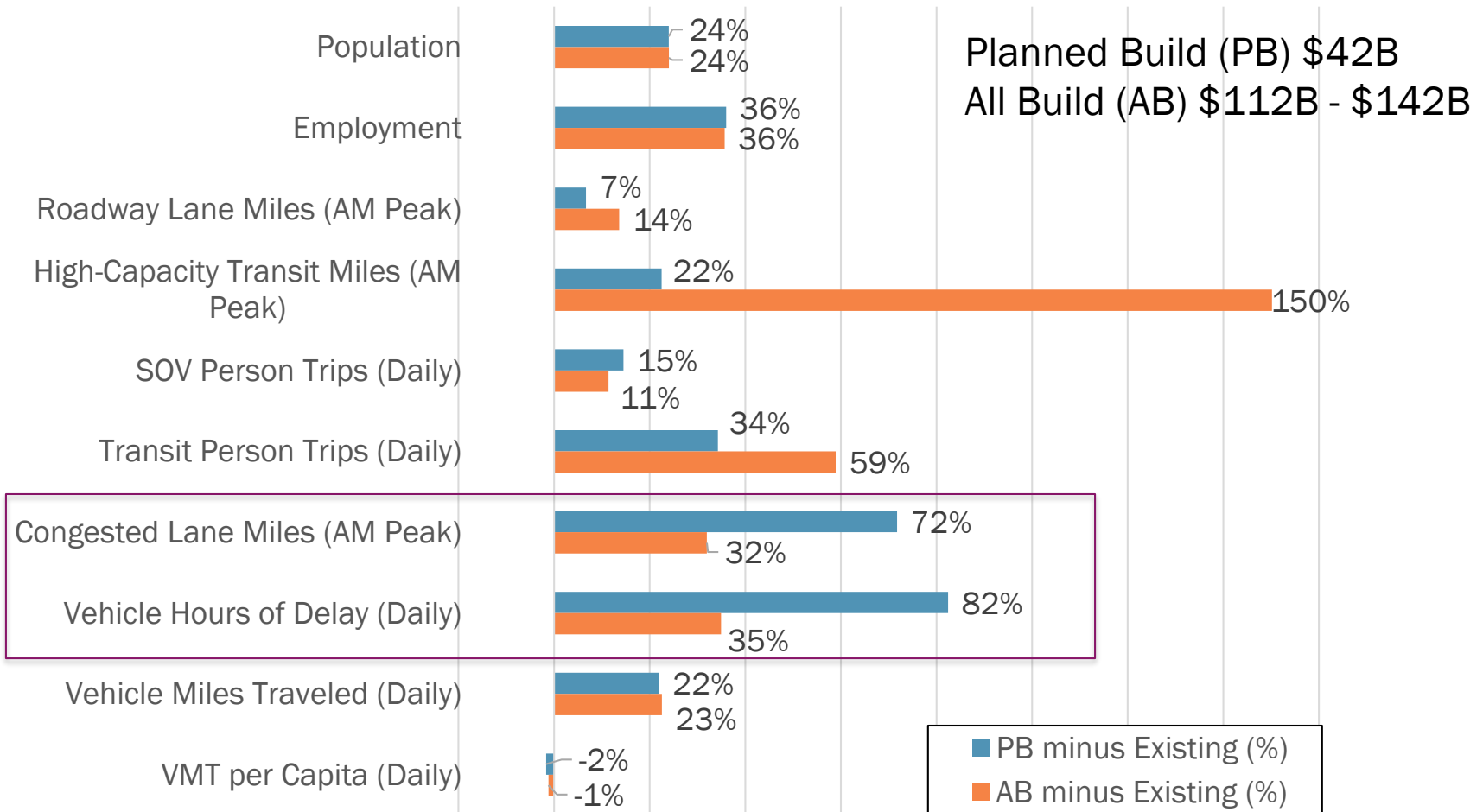


2014 LRP: Total \$244B



TPB: LRP Task Force Study

Performance Analysis: 2040 Futures versus Existing



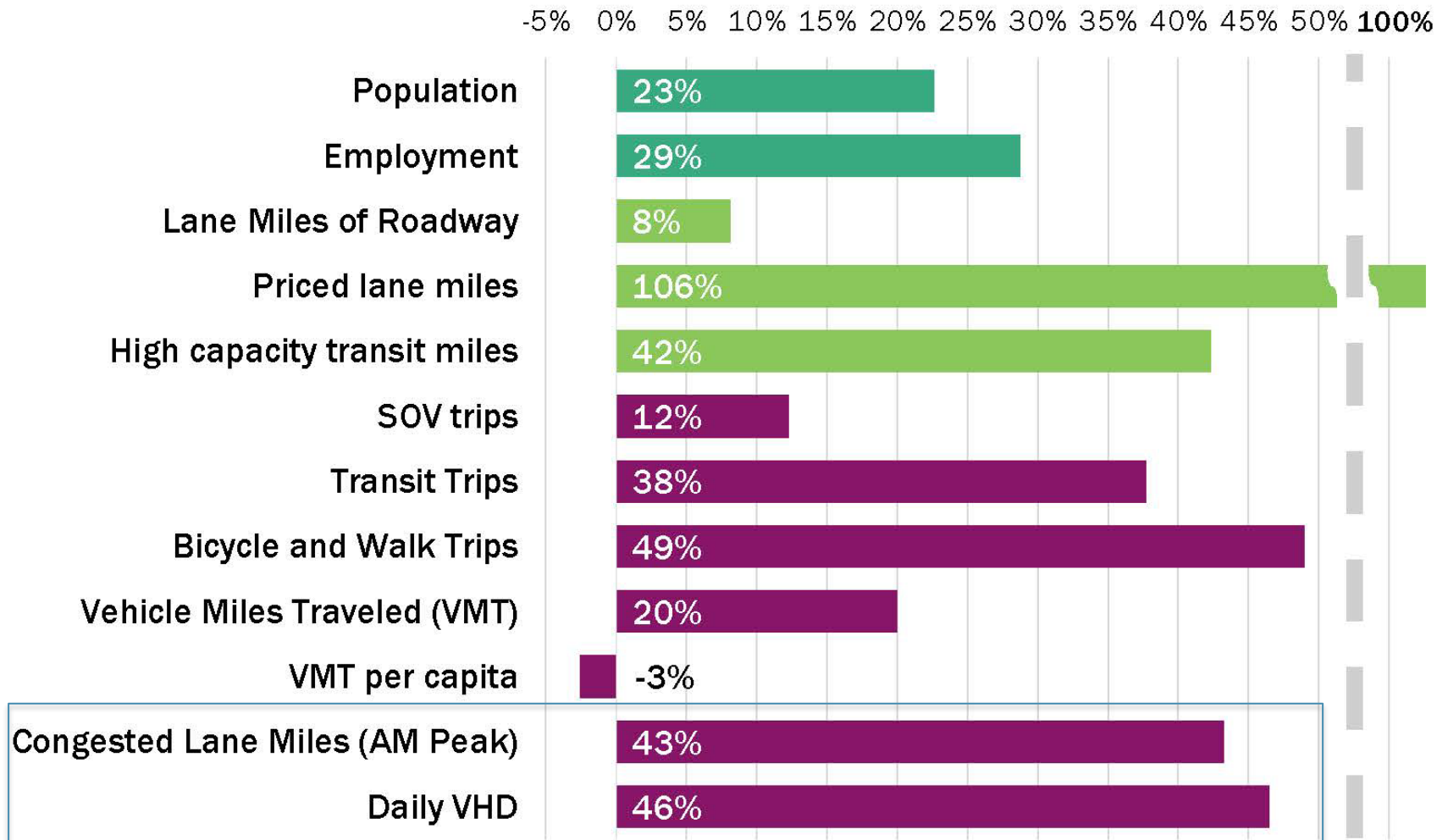
LRP Task Force Analysis: 10 Scenarios



	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
QUANTITATIVE MOES	2040 CLRP	Express Travel Network	Operational Improvements & Hot Spot Relief	Add'l North Bridge	BRT and Transitways	Commuter Rail	Metrorail Core Capacity	Transit Rail Extensions	Regional Land-Use Balance	Transit Fare Policy Changes	Travel Demand Management
Travel Time (SOV)	50.7	-2%	-4%	0%	-1%	-1%	-2%	-1%	-5%	0%	-4%
Travel Time (HOV)	58.9	-5%	-4%	-1%	-1%	-1%	-1%	-1%	-6%	<1%	-6%
Travel Time (Transit)	53.9	-1%	-2%	<1%	-1%	<1%	-6%	<1%	-5%	1%	<1%
Daily Vehicle Hours of Delay	1.85 million	-11%	-8%	-3%	-2%	-2%	-9%	-3%	-19%	-3%	-24%
Jobs Accessible by Transit	523,000	2%	2%	<1%	4%	1%	19%	10%	10%	0%	0%
Jobs Accessible by Auto	876,000	5%	8%	1%	1%	<1%	2%	1%	10%	<1%	10%
Mode Share: SOV	58.1%	<1%	3%	<1%	-1%	-1%	-4%	-1%	-2%	<1%	-8%*
Mode Share: HOV	11.6%	-1%	-7%	0%	-1%	-1%	-5%	-3%	-4%	-2%	24%*
Mode Share: Transit	24.6%	1%	-4%	<1%	4%	2%	11%	5%	<1%	2%	6%*
Mode Share: Non-Motorized	5.6%	0%	0%	0%	<1%	<1%	<1%	<1%	29%	0%	16%*
Travel on Reliable Modes	11.5%	42%	-5%	-2%	6%	2%	9%	6%	0%	3%	-3%
VMT daily	141.91 million	<1%	2%	1%	<1%	<1%	-1%	-1%	-3%	-1%	-6%
VMT daily per capita	21.17	<1%	2%	1%	<1%	<1%	-1%	-1%	-6%	-1%	-6%
Share of Households in Zones with High-Capacity Transit	39.9%	0%	0%	<1%	25%	<1%	<1%	17%	9%	0%	0%
Share of Jobs in Zones with High-Capacity Transit	57.7%	0%	0%	<1%	15%	<1%	0%	13%	2%	0%	0%
VOC Emissions	18.9	0%	-3%	1%	-1%	0%	-2%	-1%	-4%	-1%	-8%
NOx Emissions	18.8	0%	0%	1%	0%	0%	-2%	-1%	-4%	-1%	-7%
CO ₂ Emissions	47,082.3	0%	-1%	1%	-1%	0%	-2%	-1%	-4%	-1%	-7%



TPB: Current LRP Improved Mobility



Travel Demand Management Initiative

Quantitative MOEs	2040 CLRP	Initiative	Change from CLRP
Travel Time: average travel time per commute trip			
Single occupant vehicle (SOV)	50.7	48.5	-4%
High-occupancy vehicle (HOV)	58.9	55.2	-6%
Transit	53.9	54.8	<1%
Vehicle Hours of Delay			
Daily vehicle hours of delay	1.85 million	1.39million	-24%
Jobs Accessibility			
Transit: # of jobs accessible within 45-min transit commute	523,000	523,000	0%
Auto: # of jobs accessible within 45-min auto commute	876,000	922,000	10%
Commute Mode Share			
Single occupancy vehicle (SOV)	58.1	53.2*	-8%*
High-occupancy vehicle (HOV)	11.6	14.3*	24%*
Transit	24.6	26.0*	6%*
Bicycle/Pedestrian	5.6	6.5*	16%*
Reliable Trips			
Share of passenger miles on reliable modes	11.5%	11.2%	-3%
Vehicle Miles Traveled (VMT)			
Daily VMT	141.91 million	133.61 million	-6%
Daily VMT per capita	21.2	19.9	-6%
Transit Options			
Share of households in zones with high-capacity transit	39.9%	39.9%	0%
Share of jobs in zones with high-capacity transit	57.7%	57.7%	0%



Commuter Connections – Regional TDM

- Average Annual Program Cost - \$6,220,000
- Total Monetary value of Daily Benefits - \$1,124,184

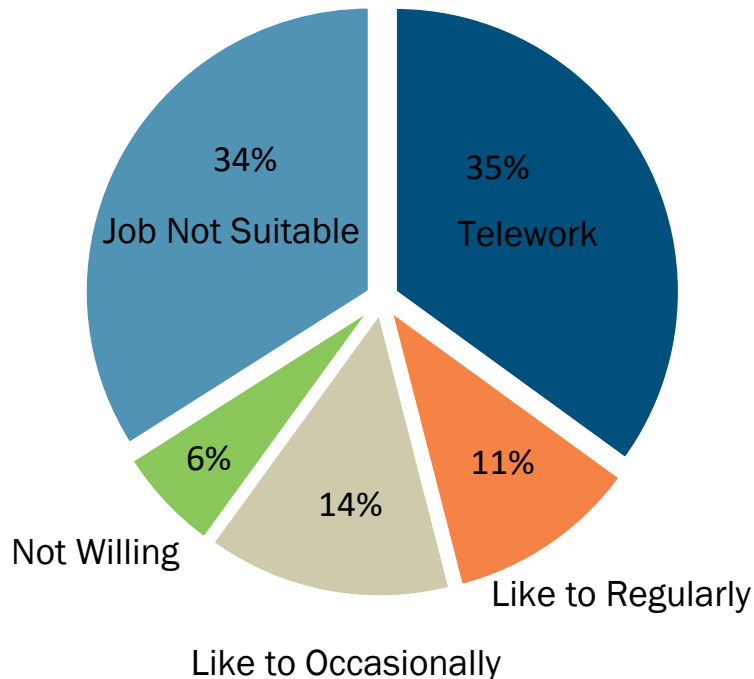
Average Daily (Weekday) Program Benefits			
Impact Element	Quantity	Program Cost-effectiveness	Estimated Program Monetary Benefits
Travel:			
Vehicle Trips Reduced	156,000	\$0.159	-
Vehicle Miles of Travel Reduced	3,009,000	\$0.002	-
Persons hours of delay (Congestion)	24,464	\$1.017	\$611,600
Emissions:			
Nitrogen Oxides (Tons/Day)	0.770	\$32,312	\$1,241
Volatile Organic Compounds (Tons/Day)	0.548	\$45,401	\$73
Greenhouse gases (CO2 equivalent; Tons/Day)	1,244	\$20	\$44,784
Safety:			
Accidents avoided	3.043	\$8,176	\$48,536
Energy:			
Gallons of fuel saved	167,180	\$0.149	\$417,950



Teleworking in TPB Planning Area

1,073,000 current teleworkers

771,000 “could and would” telework

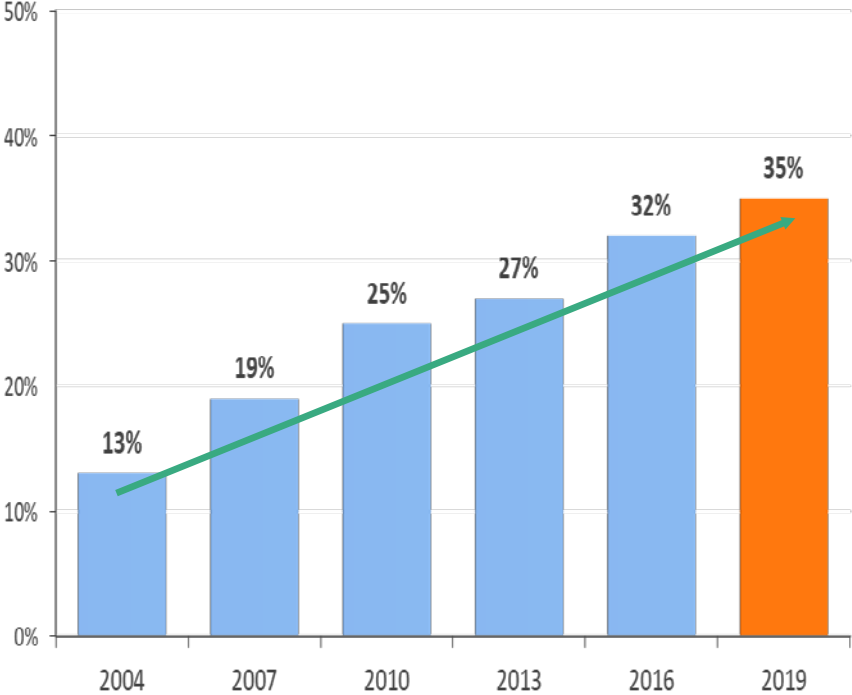


- 60% all commuters report having telework suitable jobs.
- 35% of all commuters teleworked at least on occasion in 2019.
 - 59% telework 1 or more day(s)/week
 - 41% telework less than 1 day/week
- Commute trips are reduced by about 10% on a typical workday!
- While 48% are federal employees telework, only 14% state and local government employees do.

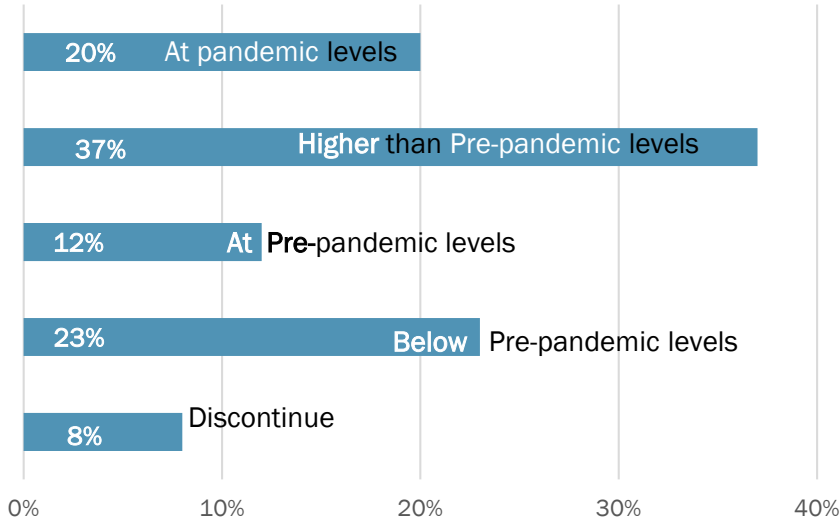


NCR Telework: Trend And Prospects

Growing over past 15 years, at a (slow) rate: 1.5%/year



More than half of select employers anticipate Teleworking at higher than pre-pandemic levels*



* Commuter Connections July 2020 Survey of its Employers (180 completed surveys)



Selected Commute tools/resource offerings

Commute with Confidence: During and post pandemic related commute – including Telework resources for employers and employees .

<https://www.commuterconnections.org/covid19-commuting/>

Mobile Apps: <https://www.commuterconnections.org/mobile-apps/>



Commuter Connections: Matches commuter with other commuters living and working in the same area/closest park and ride lot.



CarpoolNow: Allows formation of carpools on-demand for work or non-work purposes. Displays pick up/drop-off locations and estimated pick-up time. Cash reward to participating drivers for providing rides.



incentTrip: Multimodal trip planning; provides travel options (routes and modes; including walking); awards points depending on the mode used (SOV gets least points) for the commute trips; reports travel time, energy and emissions saved. Points can be redeemed for cash (\$600 max/year).



Hon. Kelly Russell

Transportation Planning Board Chair

mwcog.org/TPB

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





MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Transportation Operations Program Director
SUBJECT: National Association Areas Agencies on Aging Conference Presentation
DATE: September 10, 2020

The National Association of Area Agencies on Aging is holding its annual conference (virtually) September 21-24. Lynn Winchell-Mendy, COG/TPB staff, will be presenting on the 5310 Enhanced Mobility program from the perspective of a Designated Recipient. She will provide information on the TPB's solicitation and selection process and FTA requirements as well as examples of successful projects.

The target audience, Area Agencies on Aging, receive funding to support older adults and people with disabilities through the Older Americans Act, including Title II(b) dollars which can be used for transportation. Many provide or contract for transportation services and have Information & Referral programs that include information on available transportation options. The co-presenter is the Director of Aging and Transportation Services at Rappahannock Rapidan Community Services, an Area Agency on Aging which receives 5310 funding for vehicles. The goal is to expand awareness of 5310 as a potential funding source to improve the mobility of older adults and people with disabilities, an often underserved population.

9.22.20



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

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9.22.20
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CONFIDENCE



SAVE THE DATE!

TPB Work Session on Climate Change Planning in the National Capital Region

Wednesday, October 21, 2020
10:30 A.M. to 11:45 A.M.
(immediately prior to the October TPB Meeting)
Virtual Meeting Only

One of the three focus areas identified by the Chair for this year is climate change. While there have been brief reports from staff on the matter during recent meetings, a work session is scheduled for October 21, 2020 to provide detailed briefings on two initiatives associated with climate change that could impact climate change planning in the region:

1. The development of a 2030 regional greenhouse gas reduction goal by COG's Climate, Energy, and Environment Policy Committee (CEEPC), which the COG Board is expected to consider for adoption at its October 14, 2020 meeting. The TPB will be asked to consider endorsing the goal at its October 21, 2020 meeting if the goal is adopted by the COG Board.
2. The work of the Transportation and Climate Initiative (TCI), which is a regional collaboration of Mid-Atlantic and Northeast states working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland, Virginia, and the District of Columbia are among the participating states.

Target participants are TPB member agency and committee personnel involved in or with an interest in the topic. Participation information will be provided at a later date.