



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 13, 2021

There were no actions at the Steering Committee meeting on May 7, 2021.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 13, 2021

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



National Capital Region
Transportation Planning Board

May 10, 2021

Mr. Christopher Lawson
Division Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Ms. Terry Garcia Crews
Region 3 Administrator
Federal Transit Administration
1835 Market Street, Suite 1910
Philadelphia, PA 19103

Re: Request for extension of due date to complete quadrennial update of MPO LRTP, TIP, and Air Quality Conformity analysis.

Dear Administrator Lawson and Administrator Crews:

We are writing on behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington area. The TPB thanks you and your offices for the assistance provided to the TPB in conducting the federally mandated metropolitan planning process, particularly during the trying times of the COVID-19 pandemic.

As you are aware, the nation's MPOs serve a critical role in the stewardship of the country's transportation network — ensuring a state of good repair as well as equitable and effective mobility and accessibility to support various socio-economic and environmental goals. In addition to the federal planning factors, the TPB has adopted, over the past two decades, a set of policy priorities to inform and guide its long-range transportation plan (LRTP) and transportation improvement program (TIP). Last year, reflecting the national reckoning on race-based inequities and the latest findings of the grave threat posed by climate change, the TPB reaffirmed equity and climate change as priority policy objectives.

In July 2020, the TPB adopted a resolution stating that equity, as a foundational principle, will be woven throughout the TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, and sustainable future for all residents. Along with our staff, we commit that our work will advance equity by considering it in every debate we have and every decision we make as the region's MPO.

Similarly, as part of its commitment to combatting climate change, the TPB adopted a resolution in October 2020 affirming the region's interim climate change mitigation goal of reducing greenhouse gas (GHG) emissions by 50% compared to 2005 levels, by 2030, and becoming a Climate Ready Region. The TPB has begun a technical analysis to further explore specific actions within the transportation sector that previous work had identified to have the greatest potential to reduce greenhouse gases. Using a series of scenarios, the analysis will specify sets of GHG reduction strategies and estimate what it would take (i.e., the levels of implementation and associated outcomes) to achieve the region's GHG reduction goals and be a climate ready region by 2030. The TPB believes this analysis will help its member jurisdictions prioritize their transportation investments and project selections for inclusion in the LRTP and TIP.

The TPB faces a December 13, 2022 deadline to update its LRTP, TIP, and the associated regional air quality conformity analysis. The TPB believes it would need more time than in the past to receive the results of its climate change technical analysis and re-examine the projects in its current LRTP,

Mr. Christopher Lawson; Ms. Terry Garcia Crews
May 10, 2021

TIP, and conformity analysis. As the TPB undertakes this substantive re-examination of its LRTP and TIP, we are concerned that a delay in meeting the regulatory requirements and deadlines could potentially lead to project approval and funding delays, among other challenges.

Therefore, we are requesting that the Department of Transportation provide much needed regulatory relief by means of granting a six-month extension of the date by which to receive the approval of our updated LRTP, TIP, and air quality conformity analysis.

The TPB believes that it is very important for its LRTP and TIP to be fully aligned with the President's vision and urgency to address climate change. At the signing the Tackling the Climate Crisis at Home and Abroad executive order (No. 14008) on January 27, 2021, President Biden called on the nation to "confront the existential threat of climate change." The TPB also recognizes the President and the U.S. Department of Transportation intend to make climate change and equity considerations central elements of its programs when it proposed the American Jobs Plan.

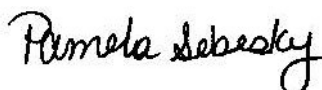
Having the additional time to meet federal metropolitan planning requirements and the deadline will provide us with an opportunity to shape even more forward-looking plans aligned with our priorities and allow us better to meet the call for action issued by the President. Secretary Buttigieg has recognized the importance of proactively focusing on climate change when he said, "Every dollar we spend rebuilding from a climate-change disaster is a dollar we could have spent building a more competitive, modern, and resilient transportation system that produces significantly lower emissions." TPB is committed to helping our member jurisdictions build that modern, resilient transportation system, and this additional six months will allow us the time we need to get on the right track.

We trust you will find the above request timely and reasonable and anticipate your positive response. Please contact Kanti Srikanth, TPB Director at (202) 962-3257 or ksrikanth@mwkog.org if you have any questions. Thank you for your consideration.

Sincerely,



Charles Allen
Chair
District of Columbia



Pamela Sebesky
Vice Chair
City of Manassas



Reuben Collins
Vice Chair
Charles County

cc: Ms. Sandra Jackson, FHWA, Washington, D.C.
Mr. Daniel Koenig, FTA, Washington, D.C.



National Capital Region
Transportation Planning Board

April 26, 2021

The Honorable Jennifer Wexton
U.S. House of Representatives
1217 Longworth House Office Building
Washington, DC, 20515-4610

RE: Virginia Department of Transportation (VDOT) Project in the City of Manassas

Dear Congresswoman Wexton:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will construct a two-lane roundabout intersection located at Sudley Road and Centreville Street within the City of Manassas, Virginia.

The City of Manassas has identified this project as a priority as it is part of the greater Mathis Corridor Revitalization effort. The project proposed for this grant has been included in the Washington region's long-range transportation plan, *Visualize 2045, since 2018*. While the project is not currently included in the region's approved FY 2021-2024 Transportation Improvement Program (TIP), as with all projects that have identified source(s) of funding, this project will be included in the TIP through the monthly amendment process once funding becomes available.

Sincerely,

Kanathur N. Srikanth, Staff Director
National Capital Region Transportation Planning Board



National Capital Region
Transportation Planning Board

April 27, 2021

The Honorable David Trone
United States House of Representatives
1110 Longworth House Office Building
Washington, DC 20515

RE: The City of Frederick, Maryland - Rosemont Avenue Intersection Realignment

Dear Congressman Trone:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will realign the intersection of Rosemont Avenue with Baughman's Lane and Military Road in the City of Frederick, Maryland.

The project was identified as a priority through the Fort Detrick Bike/Pedestrian/Transit Improvement Study, funded through the TPB's Transportation Land Use Connection Program and informed by extensive public comment. Staff have determined that this project can be added to the Washington region's long-range transportation plan, *Visualize 2045*, and the Transportation Improvement Program (TIP), without being included in the lengthy air quality conformity analysis process. The project is not currently included in the region's approved FY 2021-2024 TIP, however, as with all projects that have identified source(s) of funding, this project can quickly and easily be included in the TIP through the monthly amendment process once funding becomes available, which typically takes less than 30 days to process.

Sincerely,

A handwritten signature in green ink that reads "Srikanth K.N." with a horizontal line underneath the name.

Kanathur N. Srikanth, Staff Director
National Capital Region Transportation Planning Board



National Capital Region
Transportation Planning Board

April 27, 2021

The Honorable Gerald Connolly
U.S. House of Representatives
2238 Rayburn House Office Building
Washington, DC 20515

RE: Prince William County Project - Route 123/Old Bridge Road Innovative Intersection Improvements

Dear Congressman Connolly:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will implement innovative improvements at the intersection of Virginia Route 123 and Old Bridge Road in Prince William County, Virginia.

Prince William County has identified this project as a local priority as it is part of a larger Virginia Department of Transportation planning effort to improve operations and reduce congestion in the Route 123 corridor at I-95. The project documentation notes the intersection improvements support several of the TPB's regional goals identified in the Washington region's long-range transportation plan, *Visualize 2045*, including: the promotion of non-auto travel and/or a reduction in vehicle miles traveled; enhancement of roadway maintenance and/or preservation; a reduction in the number of fatalities and injuries among motorists, pedestrians, and bicyclists; and an expectation to contribute towards the reduction of emissions of greenhouse gases by 50% below 2005 levels by 2030.

Staff have determined that this project can be added to *Visualize 2045* and the Transportation Improvement Program (TIP) without being included in the lengthy air quality conformity analysis process. The project is not currently included in the region's approved FY 2021-2024 TIP, however, as with all projects that have identified source(s) of funding, this project can quickly and easily be included in the TIP through the monthly amendment process once funding becomes available, which typically takes less than 30 days to process.

Sincerely,

Kanathur N. Srikanth, Staff Director
National Capital Region Transportation Planning Board



National Capital Region
Transportation Planning Board

May 7, 2021

Mr. Christopher P. Logan
Acting Assistant Administrator
Grant Programs Directorate
Federal Emergency Management Agency
U.S. Department of Homeland Security
Washington, DC 20472

Dear Mr. Logan:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Prince George's County, Maryland, Department of Public Works and Transportation (DPW&T) for federal funds under the Federal Emergency Management Agency's Transit Security Grant Program. DPW&T is seeking three and a half million dollars (\$3.5 M) to enhance security infrastructure at the County's sole bus garage in Forestville, Maryland. The TPB supports DPW&T's effort to ensure that the County's transit system facility meets and exceeds the Department of Homeland Security standards.

The project proposed for this grant is consistent with the regional transportation goals and priorities reflected in the Washington region's long-range transportation plan, *Visualize 2045* and the TPB's *Unified Planning Work Program*. The TPB has long supported increased investment of transportation dollars to support improvements in the region's transit system. Safer and more secure transit facilities will provide benefits to the region's citizens and visitors through higher quality and more reliable public transportation service. The support and promotion of public transportation is a key strategy of our adopted Regional Transportation Priorities Plan.

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 Transportation Planning Board and identified in the Washington region's long-range transportation 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,

Charles Allen
Chair, National Capital Region
Transportation Planning Board

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 13, 2021

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lynn Winchell-Mendy, Transportation Planner IV
SUBJECT: Solicitation Notice for Funding for the Federal Transit Administration's American Rescue Plan Act of 2021 (ARPA)
DATE: May 13, 2021

The purpose of this notice is to provide details about the availability of supplemental funding for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program under the American Rescue Plan Act of 2021 (ARPA), and outline TPB/COG's plan to allocate the apportionment of \$591,362 for the DC-MD-VA urbanized area.

BACKGROUND INFORMATION

On March 11, 2021, President Biden signed ARPA into law. It includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and to support vaccination. \$50 million is to be distributed to the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program through formula grants.

The apportionment for the Washington, DC/VA/MD urbanized area is \$591,362 (Federal) and will be made available through an application in TrAMS to the Designated Recipient for 5310 Enhanced Mobility funds, TPB with COG as the administrative agent.

The purpose of ARPA funding is to support [expenses eligible under Enhanced Mobility](#), which aim to improve mobility for seniors and individuals with disabilities in the DC-MD-VA urbanized area, but recipients are directed to prioritize payroll and operational needs faced due to the impacts of the COVID-19 pandemic.

This purpose and program guidance for this second round of supplemental funds under ARPA is vastly similar to those for the first round of funding made available under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). As such, staff recommends using the same solicitation process, eligibility criteria, and selection process that was used for the first round of supplemental funds.

The following additional eligibility and requirements apply to the supplemental funding:

- 100% Federal, no match required
- Pre-award authority is retroactive to January 20, 2020
- Must follow the existing Coordinated Human Service Transportation Plan
- Providing transportation for seniors and individuals with disabilities to COVID-19 vaccination sites is an eligible expense

- Administrative requirements are the same as for the Enhanced Mobility program (application in TrAMS, Program of Projects, quarterly Milestone Progress Reports, quarterly Federal Financial Reports, compliance, etc.)
- Requires an update to the TIP/STIP depending on the type of projects

The net amount of grant funding awarded will be \$532,226 after providing for grant administration (by COG staff). All suballocations will be reviewed and approved by FTA within TrAMS, per standard award procedure.

Additional information regarding stimulus funding from the FTA can be found in FAQs published here: <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#COVID-19AdminRelief>.

ELIGIBILITY CRITERIA

Like CRRSAA, to ensure the funds are distributed in an expeditious manner to programs disrupted by COVID-19 but not eligible to apply for CARES Act relief, the following eligibility criteria will apply to ARPA:

- Funding will be made available to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify.
- The application must be for the benefit of the same project as the existing or recently closed award, and/or for transportation to COVID vaccination sites. If for vehicles already delivered, it should be to support the purpose of the vehicles, i.e. driver salaries, coordination staff, operating costs, etc.
- Applicants will be required to document impact, specifically the need to end or limit activities or services and lay off or furlough staff.
- Applicants will be required to document that any CARES act dollars received have been fully expended or were not used for the project in the application
- It is recommended that the request be at least \$75,000 - \$100,000 for ease of management but does not preclude applying for funding for lower amounts.

NOTE: the regularly scheduled biennial Enhanced Mobility solicitation, for approximately \$6.3 million federal, will occur from July 1 – September 1, 2021.

NEXT STEPS

- Staff has developed a streamlined solicitation, which mirrors CRRSAA, for implementation through the Foundant grants management system.
- Existing subrecipients, regardless of current “active” project status, will be notified of the opportunity to apply and parameters.
- The solicitation launch is May 21.
- The application deadline is June 21, at 3pm.

- Staff will convene internal selection committee in late June/early July.
- The TPB Officers and AFA Chair will be briefed in early July.
- TPB approval of projects recommended for funding will be sought and an update to the TIP will be requested in July.
- The application will be completed in TrAMS to receive the funds from FTA and contract with selected subrecipients to manage the award after as soon as possible following the July TPB meeting.

cc: Kanti Srikanth, Deputy Executive Director for Metropolitan Planning
Lyn Erickson, Director, Plan Development and Coordination
Nicholas Ramfos, Director, Transportation Operations Programs
Dan Sheehan, Transportation Program Operations Manager

Program Management Plan

<https://www.mwcog.org/coordinated-human-service-transportation-plan/> - 2018 update

Coordinated Human Service Transportation Plan

<https://www.mwcog.org/documents/2016/10/21/program-management-plan-for-enhanced-mobility-of-seniors-and-individuals-with-disabilities-funds-section-5310/>

The competitive selection process includes an internal COG/TPB staff selection committee. Members will review the applications based on the selection criteria and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria are based on the TPB's experience in awarding and beginning to administer CRRSAA projects. The selection criteria include a maximum of 100 total points:

Project Focus (45 points)

This criterion looks at how the project meets the intent of the funding and addresses a demonstrated need, in consultation with the target population. Per FTA guidance, projects that request payroll and operational funding will take priority and may score higher. Transportation to vaccination sites is an eligible expense under ARP. Applications that address this important need and serve equity emphasis areas on the process may score higher.

Project Feasibility (25 points)

This criterion looks at how well the application addresses how the project will be implemented, including defined roles and responsibilities and an action plan that is achievable within an 18-month timeframe.

Institutional Capacity to Manage and Administer an FTA grant (20 points)

This criterion considers the availability of sufficient management, staff, and resources to implement an FTA grant and past grant performance.

Partnerships/Coordination (10 points)

This criterion considers projects that coordinate efforts or develop partnerships that aid older adults and people with disabilities in accessing mobility services during the pandemic. Additional points will be awarded to partnerships across departments or jurisdictions.



MEMORANDUM

TO: National Capitol Region Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs
SUBJECT: Bike to Work Day 2021
DATE: May 13, 2021

Bike to Work Day will be held on Friday, May 21, 2021. There are over 90 “pit stop” locations throughout the region that will be participating. Employees across the region are being encouraged to either bike into work if they are able to, or if working from home, to bike to a pit stop near their home. May is Mental Health Awareness month and encouraging workers to get a bit of fresh air and pick-up a free t-shirt and register for prizes through the use of a bicycle is one way to help mitigate the effects of the pandemic. Feel free to use the attached flyer to promote the event on your social media pages or throughout your jurisdiction.

Additionally, Commuter Connections has been working on the preparation of a regional bike map which will be printed and distributed to all of the pit stops during Bike to Work Day. The new map covers significant bike routes and facilities throughout the region. For more detailed routing information, commuters can set up a free Commuter Connections account and take advantage of the region’s Bicycle Route Finder that enables cyclists to plan their bicycle commute or recreational ride using an expanded database with more than 2,150 miles of trails, on-street lanes, bike paths and facilities; 33,371 path segments and 35,485 path junctions.

BIKE TO WORK DAY

Friday, May 21
FREE EVENT - REGISTER AT
BikeToWorkMetroDC.org

Pre-Register by
May 14 for **FREE T-SHIRT***
& **BIKE RAFFLE**

2021

20th Anniversary

Still working from home? No problem! Bike to your local "pit stop" for your free T-shirt and back home again.



URBANSTEMS



Printed on recycled paper

Register free at
BIKETOWORKMETRODC.ORG
800.745.7433

Visit biketoworkmetrodc.org for pit stop locations and times.
*T-Shirts available at pit stops to first 15,000 registrants.
Pit stops in D.C., Maryland, and Virginia!
Staggered hours and a strict COVID policy will be in place.

#BTWD2021

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.





MEMORANDUM

TO: Transportation Planning Board
FROM: Nicole McCall, TPB Transportation Planner
John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: May 13, 2021

The application period for the TPB's new Transit Within Reach Program opened on Monday May 3. The deadline for applications is July 1. The deadline for submitting abstracts for proposed projects, which is an optional step, is May 18.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Recipients will receive short-term consultant services and no direct financial assistance. Approximately \$80,000 will be available per project. For this initial round, the TPB will allocate approximately \$250,000.

PROGRAM OVERVIEW

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements—such as sidewalks, trails, crosswalks—that will make it safer and easier to walk or bike to train stations and bus stops.

Moving beyond conceptual planning, Transit Within Reach funds can help projects achieve up to 30 percent design and otherwise make progress toward construction/implementation (see categories listed below). Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis—typically one year or less. To be eligible, projects must have already undergone a local planning process and be ready to move toward implementation. Project categories may include (but are not limited to):

Cost estimates of improvements

- Engineering systems description and analysis
- Preliminary or schematic drawings with site plans and elevations
- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site surveys

The Transit Within Reach program advances a regional policy priority to improve walk and bike access to transit, which was one of seven Aspirational Initiatives approved by the TPB in 2018.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

BACKGROUND

Approved in 2018, the TPB's long-range transportation plan, Visualize 2045, included an Aspirational Initiative calling upon the region to improve pedestrian and bicycle access to transit. The region is currently expected to have 225 High-Capacity Transit Stations by 2030, but many of the areas around these stations are not conducive to walking and biking. These station areas include Metrorail, commuter rail, light rail, streetcar, bus rapid transit, and multimodal stations.

Following the approval of Visualize 2045, the TPB asked staff to prioritize a set of transit station areas where pedestrian and bicycle access improvements would have the greatest potential to utilize available ridership capacity and increase transit ridership. In response, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs). The board determined that these locations present the greatest need and opportunity to improve pedestrian and bicycle access to transit. The TAFAs are distributed across the TPB's jurisdictions, serve a variety of transit systems, and all are located within a half mile of one of the region's Activity Centers. Forty-three out of 49 TAFAs are in Equity Emphasis Areas, which have high concentrations of low-income population and communities of color.

In July 2020, the TPB adopted Resolution R4-2021, which adopted the TAFAs and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs. In order to further advance its work with TAFAs and more broadly to promote implementation of the Aspirational Initiative to promote bike/ped access to transit, the TPB has established the Transit Within Reach Program to move small high-impact projects into preliminary design or preliminary engineering (30%).

APPLICATION PROCESS

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation will be conducted every two years between FY 2021 and FY 2026. Approximately \$80,000 will be available per project; for each biennial solicitation approximately \$250,000 will be allocated to three projects. Recipients will receive short-term consultant services, not direct financial assistance.

The current application period will be open between May 3, 2021 and July 1, 2021. Applicants may submit an optional abstract by May 18, 2021. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in September or October of 2021.

SCHEDULE

- Application period opens: May 3, 2021
- Abstracts due (optional): May 18, 2021
- Applications due: July 1, 2021
- Selection panel recommendations: July to August 2021
- TPB approves projects: September to October 2021
- Task Orders developed for projects: November to December 2021
- Project kickoff meetings: January 2022
- Project completion: December 2022

FUNDING PRIORITIES

Applications will be scored according to eligibility criteria listed in the application. Projects will receive higher scores for aligning with one or more of the following priorities:

- ***Improvements in ped/bike access to high-capacity transit, and, in particular, in Transit Access Focus Areas***
Applications for pedestrian and/or bicycle improvements that will expand bicycle and pedestrian access to one or more of the region's 225 HCT station areas that will be open to riders by 2030, priority will be given to the TPB's 49 Transit Access Focus Areas (TAFA).
- ***Increase in transit ridership and/or utilization of available ridership capacity***
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase transit ridership and/or utilize available ridership capacity at the station.
- ***Access for low-income communities and communities of color***
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase access for low-income communities or communities of color, particularly in Equity Emphasis Areas (EEAs).
- ***Collaboration with other agencies and/or jurisdictions***
Applications are encouraged that demonstrate how successful collaboration among agencies and/or jurisdictions will be achieved.
- ***Strategies to advance project, including funding and construction***
Applications are encouraged that demonstrate that projects are on a realistic trajectory toward construction. In addition, applications are encouraged that will use the program as seed funding to complement or leverage other funding sources.

FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

www.mwcog.org/transportation/programs/transit-within-reach-program

For more information, contact

- Nicole McCall, nmccall@mwcog.org
- John Swanson, jswanson@mwcog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
Arianna Koudounas, Regional Planner
SUBJECT: Virginia Solicitation for Applications for the Transportation Alternatives Set-Aside Program
DATE: May 13, 2021

For Virginia, the application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program began on May 17, 2021. The application deadlines are listed below:

- Virginia Transportation Alternatives Set-Aside:
 - Pre-applications: May 17 – July 1, 2021 (Note: Pre-applications are mandatory)
 - Applications: Due October 1, 2021 (Note: Virginia is on a two-year funding cycle)
- See www.virginiadot.org/business/prehancegrants.asp

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

Applications must be submitted through the state DOTs, which are responsible for selecting projects on a statewide basis using some TA Set-Aside funding. However, under federal law, another portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The FY 2022 application period for Maryland ends on May 17. For DC, the application period ended on May 12. The TPB is currently expected to approve funding on July 21, 2021 for projects in D.C. and Maryland.

For Virginia, the TPB is tentatively scheduled to approve the next of projects in February of 2022.

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

For more information about the TPB's role in this program, please contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Arianna Koudounas (akoudounas@mwkog.org; 202-962-3312).



ANNOUNCEMENT

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

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

Tuesday, May 25, 2021*
10:00 A.M. - 11:30 A.M.

Registration Information:

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

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

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

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

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

Please refer any questions or comments to:

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

**Rescheduled from the originally announced date of March 25, 2021.*

CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON.



Metropolitan Washington
Council of Governments



ACCEPTING APPLICATIONS APRIL 22 - JUNE 30, 2021

PURPOSE

The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

RECOGNITION

Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

ELIGIBILITY

Two applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, sustainability or resilience programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agency** (*local, state, regional, quasi-govt, utilities, or authorities*)
- **Non-Governmental Organization** (*non-profit, citizen, or community-based groups*)

HOW TO APPLY

Applications can be submitted at www.mwcog.org/climateawards or emailed to lboggs@mwcog.org no later than June 30, 2021. Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below. Engagement will be weighed more heavily and account for 40% of the total score and the other categories will account for 20% each.

- **Engagement** (engage underserved communities) - 40%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%

Full details on judging criteria, judging process, and application requirements are available in the Procedures and Guidelines on the awards website.

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Environmental Achievement

ENCOURAGE

Advancement of Regional Goals

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Healthy Competition

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WWW.MWCOG.ORG/CLIMATEAWARDS