



# Carbon Reduction Program FY26 Project Recommendations

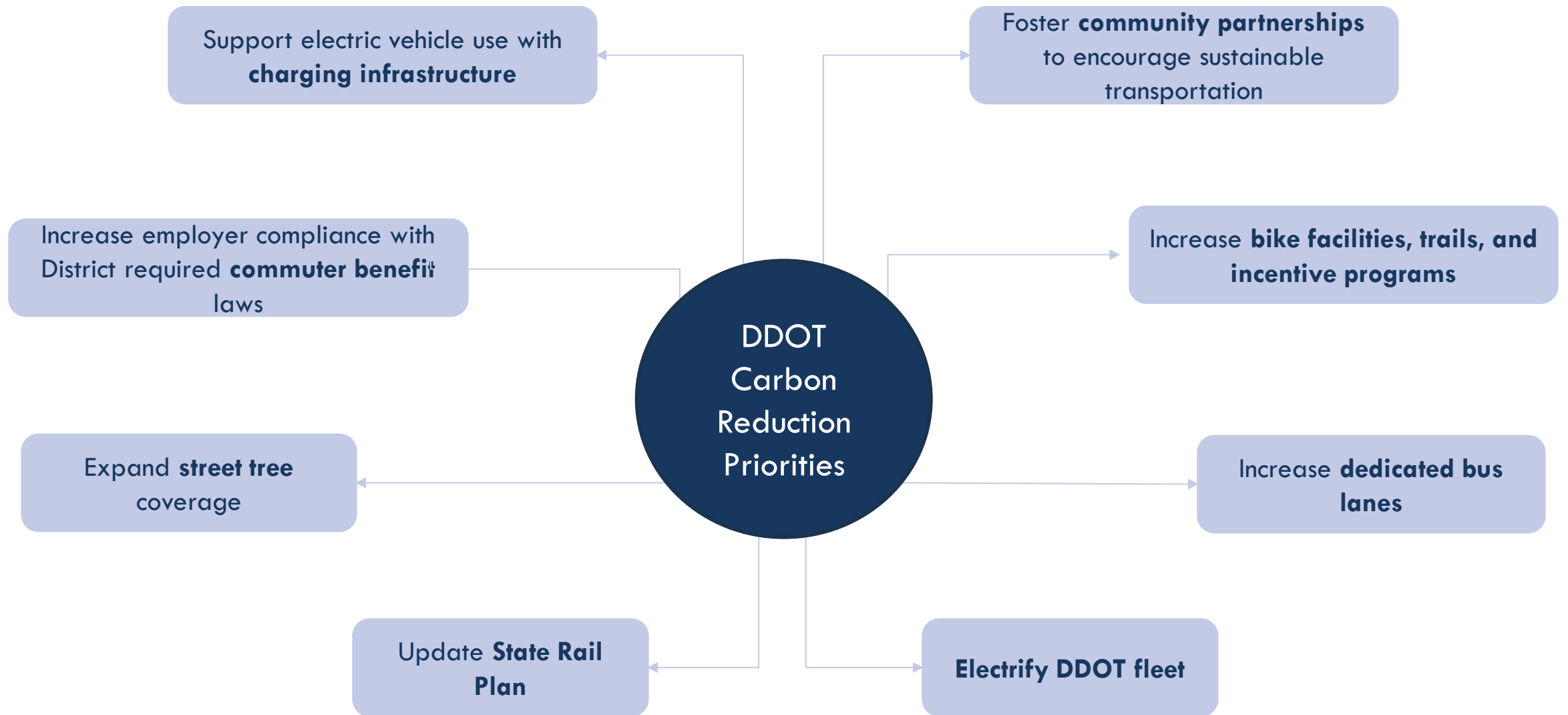
TPB Technical Committee

September 5, 2025

Agenda item #3

# Agenda

- DDOT Carbon Reduction Priorities & Funding
- FY26 Call for Projects
- Project Evaluation and Selection
- Project Recommendations
- Next Steps



Source: *District Department of Transportation (DDOT) Carbon Reduction Strategy (November 2023)*

# Primary Project Categories



## Mode Shift

Micromobility  
Travel options  
Public transit  
Travel demand  
management



## Electrification

Charging  
infrastructure  
DDOT fleets  
Electric transit



## Low Carbon Interventions

Low carbon  
materials  
LED streetlights

# DDOT's CRP Apportionment

<b>Fiscal Year</b>	<b>Apportionment* (D.C.)</b>
<i>FY22</i>	<i>\$4.9m</i>
<i>FY23</i>	<i>\$5.0m</i>
<i>FY24</i>	<i>\$5.1m</i>
<i>FY25</i>	<i>\$5.2m</i>
<i>FY26 (est)</i>	<i>\$5.3m</i>
<b>Total (FY22-FY26)</b>	<b>\$25.7m</b>

*Used for FY25 Multimodal Safety  
Projects (Bike/Ped)*

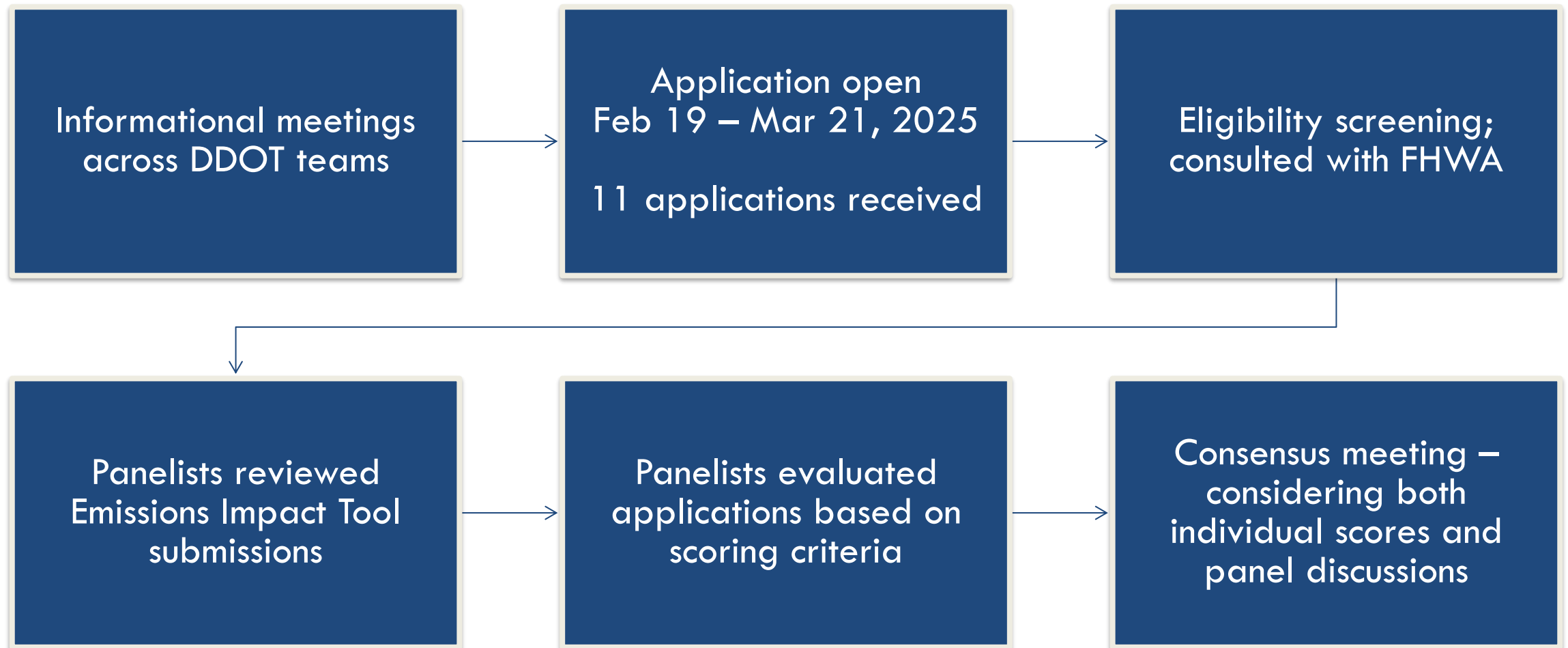
**Pot of funding for FY26  
projects**

*\*Federal funds only*

# Internal Call for Projects for FY26

Available Funding	\$5.0m federal / \$1.3M local
Project Eligibility	<ul style="list-style-type: none"><li>• Eligibility is derived from FHWA guidance and DDOT's <b>Carbon Reduction Strategy</b></li><li>• Projects must align with the <b>STIP</b> and be <b>ready to obligate</b> federal funding in FY26</li></ul>
Application Details	<ul style="list-style-type: none"><li>• Open from <b>Feb 19 – Mar 21, 2025</b></li><li>• Apply using online form</li></ul>
Evaluation Process	<ul style="list-style-type: none"><li>• DDOT review panel:<ul style="list-style-type: none"><li>○ Ensure projects are ready to obligate funding in <b>FY26</b></li><li>○ <b>Scoring criteria</b> to evaluate climate and co-benefits</li></ul></li><li>• Requires <b>Transportation Planning Board's</b> final approval</li></ul>

# Project Evaluation and Selection



# Scoring Criteria



## (40%) Emissions Reduction

- Projects should provide a convincing, well-documented narrative demonstrating a meaningful, direct emissions reduction from the project.



## (25%) Project Readiness

- Projects should be funding-ready, with any necessary approvals or documentation in order.



## (15%) Equity and Community Input

- Projects will use the TPB Equity Emphasis Area mapping tool or provide a narrative description to demonstrate impacts on disfavored communities.



## (10%) Opportunity and Innovation

- Projects that support new emission reduction opportunities will receive more points in this category.



## (10%) Health

- Projects that positively impact public health – such as through active transportation or improved air quality – will score higher.

# Project Recommendations

	Recommended CRP Funding		
Project Title	Federal	Local	Total
Capital Bikeshare Capacity Expansion Project	\$3,376,164	\$844,041	\$4,220,205
DDOT Construction EV Equipment (Bucket Truck, Loader, and Telehandler)	\$1,233,309	\$308,327	\$1,541,636
Technical Assistance for Delivery Microhubs	\$421,923	\$105,481	\$527,404
Total	\$5,031,396	\$1,257,849	\$6,289,245

# **#1: Capital Bikeshare Capacity Expansion Project - \$4,220,205 (\$3.4M federal, \$840k local)**

**Project Description:** Funds will be used to purchase around just over 1,000 Capital Bikeshare e-bikes, bringing the District's total Capital Bikeshare e-bike fleet to over 4,000 e-bikes. The purpose of the project is to grow the capacity of the Capital Bikeshare program to transport District residents and visitors via sustainable e-bike trips. Capital Bikeshare is an existing program with a proven emissions reduction impact, so growing the program is a reliable way to enhance DDOT's emission reduction impact.

**Emissions Reduction:** Capital Bikeshare has seen historic, record-breaking growth since the introduction of the current e-bike model, the Cosmo, in 2023. Each e-bike supports, on average, three trips per day, and is estimated to have a 25% car trip replacement rate across personal vehicles and ride hail. Enhancing the capacity of Capital Bikeshare has a proven record of supporting District emissions reduction goals.



## #2: DDOT Construction EV Equipment - \$1,541,636 (\$1.2M federal, \$308k local)

**Project Description:** Funds will be used to purchase electric construction vehicles for DDOT: bucket truck(s), loader(s), and telehandler(s). Transitioning older diesel-based equipment to new electric equipment will improve air quality, reduce noise, and improve safety for the operators. This would help DDOT electrify its vehicle fleet and leverage new models that are on the market for this class of vehicle.

**Emissions Reduction:** Converting older diesel-based heavy equipment to electric will significantly reduce greenhouse gas emissions in the District by reducing reliance on fossil fuels in construction and industrial sectors. Diesel-powered machinery is a major contributor to transportation emissions. Replacing these machines with electric alternatives will reduce harmful tailpipe emissions like CO<sub>2</sub>, NO<sub>x</sub>, and particulate matter, improving both air quality and public health. This shift will help catalyze the use of more sustainable technologies across other sectors, establishing a scalable model for emissions reduction.



### **#3: Technical Assistance for Delivery Microhubs - \$527,404 (\$422k federal, \$105k local)**

**Project Description:** This project will provide technical assistance to logistics and parcel delivery companies to site and permit surface lots and/or parking lane right of way for the use of delivery microhubs using e-cargo bike deliveries. Phased financial assistance for leasing the surface lots will be explored through other funding sources. The project seeks to shift last-mile deliveries from internal combustion engine vehicles to e-cargo bikes by supporting the siting and permitting of delivery microhubs in the District to reduce last-mile delivery congestion and reduce mobile-source CO2 emissions.

**Emissions Reduction:** Helping to site and permit delivery microhubs will help shift last mile deliveries from internal combustion engine vehicles to electric or human-powered e-cargo bikes and foot deliveries. E-cargo bikes can cover an average distance of 20 miles per day and can replace traditional delivery vehicles on a 2:1 or 1:1 basis in dense urban environments. Similarly, combining microhub delivery and e-cargo bikes can reduce greenhouse gas emissions by 30%-40% per package compared to conventional delivery vehicles (Conway et al. 2017).



# Next Steps

- Request TPB Steering Committee approval of recommended projects
- Prepare for obligation in FY26
- Second competitive Call for Projects for FY27 funds

## Thank you!

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