TPB SR6-2026
September 5, 2025

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

RESOLUTION TO APPROVE PROJECTS IN THE DISTRICT OF COLUMBIA FOR FUNDING UNDER THE FEDERAL HIGHWAY ADMINISTRATION'S CARBON REDUCTION PROGRAM (CRP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the IIJA, also known as the Bipartisan Infrastructure Law, established the Carbon Reduction Program that provides a total of $6.4 billion in formula funding nationally for FY 2022 through FY 2026. for "projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources"; and

WHEREAS, 65% percent of each state's apportionment is to be obligated to areas based on the proportion of the state's population residing in that area and 35% of the apportionment can be spent anywhere in the state; and

WHEREAS, the Carbon Reduction Program provides funding for transportation programs and projects defined as eligible per the Carbon Reduction Program Implementation Guidance from the Federal Highway Administration (FHWA) dated April 21, 2022; and

WHEREAS, States must coordinate with any non-Transportation Management Area (TMA) MPO that represents an urbanized area or consult any MPO or Regional Transportation Planning Organization that represents a rural area before obligating funds for eligible projects; and

WHEREAS, FHWA's program guidance defines coordination as "the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104)"; and

WHEREAS, FHWA guidance states that projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135); and

WHEREAS, the Carbon Reduction Program provides an opportunity to fund projects and programs in the region to reduce carbon emissions and support the greenhouse gas reduction goals for the region's on-road transportation sector adopted by the TPB in June 2022: 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and

WHEREAS, in coordination with TPB staff, the District Department of Transportation conducted an internal solicitation for project applications for Carbon Reduction Program funding between February 19 and March 21, 2025; and

WHEREAS, after reviewing each projects' ability to meet selection criteria and project readiness for obligation, DDOT staff met three times between late Match and early April 2025 and recommended awarding $5,031,396 in federal Carbon Reduction Program funding for three applications; and

WHEREAS, TPB staff received a memorandum from DDOT with the selection panel's recommended projects on July 31 and sent a response on August 14 supporting the panel's recommendations.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves these three projects for federal funding under the Carbon Reduction Program in the District of Columbia, as listed below and in the attached materials:

- Capital Bikeshare Capacity Expansion Project ($3,376,164)
- DDOT Construction EV Equipment (Bucket Truck, Loader, and Telehandler) ($1,233,309)
- Technical Assistance for Delivery Microhubs ($421,923)

Government of the District of Columbia

Department of Transportation

d. Planning and Sustainability Division

To: Transportation Planning Board Steering Committee

From: Meredith Soniat, Acting Associate Director, Planning and Sustainability

Subject: Carbon Reduction Program – DDOT FY26 Project Recommendations
Agenda Item #2

Date: August 29, 2025

We are pleased to share with you the District Department of Transportation (DDOT) recommendations for the District's Carbon Reduction Program funding in Fiscal Year 2026 (FY26). Along with a summary of the recommended projects, below, you also will find details of DDOT's Carbon Reduction Program project development and project selection process.

I. Summary

The Bipartisan Infrastructure Law established the Carbon Reduction Program (CRP), which provides formula funding to states to invest in "projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources." States are required to coordinate with applicable Metropolitan Planning Organizations (MPOs) when selecting projects for funding, and the projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

DDOT has completed its first call for projects for the District of Columbia's Carbon Reduction Program, and three projects are ready for consideration by the TPB. DDOT expects to award $6,289,245 (pending final District budget approval in July 2025) in Carbon Reduction Program funds for obligation in FY26 (***Table 1***). The projects are listed below and further described later in this letter (pages 7-9). At the September TPB Steering Committee meeting, DDOT will request approval of the recommendations below.

Table 1. DDOT CRP Recommendations for FY26

	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*

II. Background

The CRP provides a total of $6.4 billion in new formula funding nationally for FY 2022 through FY 2026; the District's share of the total is $25.7 million (***Table 2***). The CRP has two components – it requires states to develop a Carbon Reduction Strategy and provides funds to states for projects designed to reduce carbon dioxide emissions from on-road transportation. Both program components require states to work with applicable Metropolitan Planning Organizations (MPOs).

Table 2. DDOT Carbon Reduction Program Apportionments, FY22-26

Fiscal Year	**District of Columbia Apportionment (Federal funds only)**
FY22	*$4.9m*
FY23	$5.0m
FY24	$5.1m
FY25	$5.2m
FY26 (est)	$5.3m
Total (FY22-FY26)	$25.7m

In November 2023, DDOT submitted its Carbon Reduction Strategy to the Federal Highway Administration (FHWA) according to federal guidelines and after consultation with the TPB. FHWA approved the Strategy in February 2024.

DDOT's Carbon Reduction Strategy summarizes the District's existing sustainability and climate goals for transportation and outlines priority areas for using Carbon Reduction Program funds to reduce greenhouse gas emissions and help meet the District's ambitious goals. The Strategy aligns itself with goals and strategies from plans such as moveDC, Sustainable DC, Carbon Free DC, Visualize 2045, and the Transportation Electrification Roadmap.

DDOT intends to use its CRP funds for projects that will help achieve meaningful and quantifiable progress towards the District's sustainable transportation goals, including:

- Reduce greenhouse gases (GHGs) from transportation 60% by 2032, compared to 2006 baseline.
- 75% non-auto commuters by 2032.
- 68% zero emission vehicle registrations by 2030 and 100% by 2035.
- 30% of new medium-to-heavy duty vehicles be zero emissions by 2030.
- Carbon neutral by 2045.

In June 2022, the TPB also adopted voluntary greenhouse gas reduction goals and strategies for the region's on-road transportation sector. The TPB adopted goals to reduce greenhouse gas emissions by 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. These goals are commensurate with the economy-wide regional goals adopted by the COG Board.

CRP funds can be used for a wide variety of projects that reduce carbon emissions from on-road transportation. A sample of the types of projects is listed below and more details can be found in the program guidance:

- Certain public transportation projects (including BRT and Bus priority treatments)
- Transportation Alternatives projects
- Advanced transportation and congestion management technologies
- Intelligent Transportation Systems
- Development of a Carbon Reduction Strategy
- Travel Demand Management
- Efforts to reduce the impacts of freight movement
- Deployment of alternative fuel vehicles
- Projects that reduce transportation emissions at port facilities

DDOT's Carbon Reduction Strategy identifies eight priority areas for projects that can help achieve the District's climate goals. From those eight areas, the following categories guided prioritization of CRP funds.

- Electrify DDOT fleet
- EV charging infrastructure
- Foster community and employer partnerships to encourage sustainable transportation
- Increase bike facilities, trails, and incentive programs
- Increase dedicated bus lanes

Broadly, DDOT is looking to fund three overarching project types with CRP funds. Those are: (1) mode shift (e.g. public transportation, transportation alternatives and micromobility), (2) electrification (e.g. charging infrastructure, DDOT fleets, electric transit), and (3) low carbon interventions (e.g. low carbon materials).

CRP funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are authorized.

To prevent FY22 funds from lapsing at the end of FY25, DDOT and TPB staff agreed that DDOT added the FY22 funds to an existing CRP-eligible project within the Safety Improvement Citywide program (STIP #T3212): Multimodal Traffic & Safety Construction (MTSC). This project focuses specifically on the construction of bus, bike, and pedestrian safety improvements – thereby contributing to mode shift efforts – which makes it eligible for CRP funds.

III. FY26 Solicitation for the District of Columbia

The CRP is a relatively new funding source, and each state is working to establish a project identification and selection process that may be refined in future years. For this year, DDOT conducted an internal project solicitation for projects eligible for CRP funding. The solicitation period opened on February 19 and closed on March 21, 2025.

DDOT received 11 applications for CRP funding. The full list of applications is included as an attachment to this letter.

IV. Project Selection Process

Prior to administering the project solicitation, DDOT and TPB staff met to discuss and agree upon DDOT's process for awarding CRP funds through a competitive selection process. The two agreed that DDOT would administer a competitive internal call for projects with a DDOT panel to review and prioritize projects for funding. DDOT would then present to the TPB a prioritized list of projects to be considered for TPB approval.

Participants in the DDOT project selection panel included:

- Naomi Cohen-Shields, Air Quality Analyst; Panel Chair

- Sam Brooks, State and Regional Planner
- Meredith Soniat, Acting Associate Director of the Planning and Sustainability Division

Panelists reviewed and scored the applications for a maximum of 100 points before meeting to discuss the preliminary results. The selection panel met three times throughout the review process in late March and early April 2025. The final funding recommendations listed on pages 6-7 are the result of discussion and consensus and are not simply based on a sum of the panelists' individual scores. The selection criteria (below) reflect DDOT, TPB and CRP priorities.

The selection criteria are listed below:

Emissions reduction (max 40pts):

- Applicants should describe, in the greatest detail possible, how the project will result in a direct reduction in greenhouse gas emissions. This can include a discussion of how the project will lead to mode shift or the use of less carbon intensive transportation options and can be supplemented by available data or calculations.
- DDOT also asked applicants to use DDOT's new Emissions Impact Tool to estimate the potential carbon emissions reductions from their project, and report that in both Total MtCO2e reduced and $ per MtCO2e reduced based on the total project cost. The results were compared across applications, and accounted for one-quarter of the emissions reduction score.

Project readiness (max 25pts):

- Applicants should identify the extent of their project's readiness, including the project phase, estimated date of completion, and the status of any necessary environmental review. In addition to impacting the project's scoring, the Project Readiness category will help the review panel identify which components of a project–if there are multiple–are most ready to receive CRP funding.

Equity and community input (max 15pts):

- Applicants should use the TPB's Equity Emphasis Areas (EEA) map to identify the project's impact on disadvantaged communities alongside a narrative explaining the project's equity impacts (especially if it is a program or citywide project).

- Applicants should also discuss what community engagement efforts informed the development, identification, or review of the project.

Opportunity and innovation (max 10pts):

- Applicants should discuss how the project will: provide new opportunities to reduce emissions, include innovative components, expand existing multimodal options and/or target parts of the transportation sector in the District that have been slower to decarbonize.

Health (max 10pts):

- Applicants should discuss how the project will impact public health, including but not limited to the impact on localized air quality and support of active transportation.

V. Funding Recommendations

The selection panel recommends three projects for CRP funding, totaling $6,289,245 (this includes the 20% local match). The federally required local match of at least 20% is the responsibility of DDOT. All the recommended projects are expected to be ready for obligation in FY26, before the FY23 funds lapse on September 30, 2026.

The CRP funding provides a unique opportunity to invest in projects that support the TPB's and DDOT's priority strategies. All of the recommended projects fall within TPB's and DDOT's priority strategies, as described below.

Capital Bikeshare Capacity Expansion Project
$4,220,205 ($3,376,164 Federal / $844,041 local)

- **Description**: Funds will be used to purchase around 894 Capital Bikeshare e-bikes, bringing the District's total Capital Bikeshare e-bike fleet to about 3,894 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 reductions.
- **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.

- **Supports the following priorities**:
    - (TPB) Increase walk/bike access to all TPB identified high-capacity transit stations
    - (DDOT) Increase protected bike lanes, build more trails, add bikeshare stations and incentive programs

DDOT Construction EV Equipment (Bucket Truck, Loader, and Telehandler)
$1,541,636 ($1,233,309 Federal / $308,327 local)

- **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_2, NO_x, 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.
- **Supports the following priorities:**
    - (TPB) Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030
    - (DDOT) Update DDOT fleet to electric
- *Please note that the selection panel combined three separate applications (one for each vehicle type listed above) into one final project recommendation*.

Technical Assistance for Delivery Microhubs
$527,404 ($421,923 Federal / $105,481 local)

- **Description:** This project will provide technical assistance to logistics and parcel delivery companies to site and permit surface lots and/or parking lane rights-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).
- **Supports the following priorities:**
    - (TPB) Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030
    - (DDOT) Foster community partnerships to encourage sustainable transportation options

VI. Projects Not Selected

There were several projects that applied for CRP funding but were not selected by DDOT's review panel. Those projects are listed below, in decreasing prioritization order based on the panel's review scores and discussion. The top project can be considered as backup if needed as the selected projects move through the approval and obligation process.

On Site Battery Charging Stations - $897,462

- **Description:** This project would focus on developing a battery-based energy storage system. This system would provide backup power during outages and reduce reliance on the grid, offering energy independence to the District Department of Transportation. The battery would be capable of powering DDOT's fleet to optimize energy usage based on peak demand times. The battery project would integrate as the provider of energy for DDOT's electric vehicle (EV) fleet, allowing DDOT to provide level 3 charging without the costs associated with grid upgrades.

Transforming Mode Shift through E-Bike Incentives - $5,801,250

- **Description:** This project will 1) provide assistance to residents to purchase and ride e-bikes; and 2) provide secure bicycle parking for e-bikes to residents. This program will create an application where District residents can apply for vouchers toward the purchase of e-bikes and other covered items at authorized local bike shops. The District would also seek a vendor to provide, program, and maintain a system of secure bicycle parking sheds for District residents to provide secure long-term bicycle parking in the public space to encourage cycling as a mode of transportation.

Gas Moped to E-Bike Exchange Program - $350,000

- **Description:** The gas-powered moped to e-bike trade-in program will allow food delivery drivers who work and live in the District to recycle their gas-powered moped in exchange for a UL Certified e-bike and extra battery up to $3,500 in value. The Program aims to reduce carbon emitting gas-powered motor driven cycles (colloquially known as "mopeds" or "scooters") on District streets in exchange for zero emission e-bikes with the goal of improving air quality and roadway safety.

Residential Parking Permit Trade-In Program - $3,200,000

- **Description:** The Residential Parking Permit Trade-In Program ("RPP Trade-In") is a transportation demand management strategy to encourage people to drive less, try new travel modes, manage on-street parking demand, reduce issuances of parking permits, and alleviate the burden of transportation costs. The program would encourage residents of a particular area to trade-in their residential parking permit (RPP) for a 'Transportation Bundle' totaling $1,645 in value.

Secure Bicycle Parking Sheds - $4,420,00

- **Description:** The District intends to seek a vendor to provide, operate, and maintain a system of secure bicycle parking sheds for District residents to provide secure long-term bicycle parking in the public space to encourage cycling as a mode of transportation. The purpose of the project is to encourage mode shift from personal automobiles by providing safe, secure, and convenient bicycle parking sheds in the public space for District residents that protects their bike from theft, vandalism, and the elements.

Technical Assistance for Green Fleets - $783,056

- **Description:** DDOT will provide technical assistance to freight carriers based in the District to reduce mobile source CO2 emissions, noise, and last-mile delivery congestion. The project consists of a feasibility study, providing funding for equipment, and a project evaluation report.

Please do not hesitate to contact me at meredith.soniat@dc.gov if you have any questions.