

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

June 19, 2013

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the May 15th TPB Meeting

The attached letters were sent/received since the May 15th TPB meeting. The letters will be reviewed under Agenda #5 of the June 19th TPB agenda.

Attachments



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

May 20, 2013

1200 New Jersey Ave., SE
Washington, D.C. 20590

In Reply Refer To:
HIPM-10

Mr. Scott York
Chairman
National Capital Region
Transportation Planning Board
Washington, DC 20002-4290

Dear Mr. York:

Thank you for your letter to Secretary of Transportation Ray LaHood regarding the development of performance measures as required in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

I appreciate receiving your ideas on developing performance measures that will be consistent with other Federal requirements and the role of metropolitan planning organizations (MPO) in larger metropolitan areas. As required by MAP-21, we are consulting with State transportation departments, MPOs, and other stakeholders to develop a proposed rule that establishes performance measures and standards. We will carefully consider your comments as we prepare to publish the Notice of Proposed Rulemaking (NPRM) on performance management related to the Congestion Mitigation and Air Quality Improvement Program in the *Federal Register*. We will provide a minimum of 90 days for comments and consider them all before issuing the Final Rule.

If you or Mr. Ronald Kirby has additional comments or questions before we publish the NPRM, please contact Ms. Francine Shaw Whitson (202-366-8028) of our Office of Transportation Performance Management.

Thank you for contacting us about these important provisions of MAP-21. We plan to continue to work with our partners and stakeholders as we implement MAP-21's performance measure requirements.



Sincerely,

Victor M. Mendez
Administrator



VINCENT C. GRAY
MAYOR

JUN 17 2013

Ms. Bridgid Hynes-Cherin
Regional Administrator
Federal Transit Administration, Region III
1760 Market Street
Philadelphia, PA 19103-4134

RE: Section 5310 Enhanced Mobility Program Regional Designation

Dear Administrator Hynes-Cherin:

In accordance with the Federal Transit Administration regulations under the Moving Ahead for Progress in the 21st Century (MAP-21) concerning the requirements for the designation of a recipient for the Section 5310 Enhanced Mobility Program (49 U.S. Code Section 5310) funds for the Washington DC-VA-MD Urbanized Area, I hereby designate the National Capital Region Transportation Planning Board (TPB) as the recipient of the Section 5310 Enhanced Mobility Program (49 U.S. Code Section 5310) for the Washington DC-MD-VA Urbanized Area. The TPB is staffed by the Metropolitan Washington Council of Governments (COG) which also serves as the TPB's administrative agent.

Should you have any questions concerning this designation, please contact Mr. Carl Jackson, Associate Director of the Progressive Transportation Services Administration in the District of Columbia Department of Transportation at (202)671-4617 or via email carl.jackson@dc.gov.

Sincerely,


Vincent Gray
Mayor

cc: Terry Bellamy, DDOT
Carl Jackson, DDOT
Ron Kirby, COG/TPB
Brian Glenn, FTA-DC Division Office

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, D.C. 20002-4290

RESOLUTION SUPPORTING
MOMENTUM, THE NEXT GENERATION OF METRO

WHEREAS, the Metropolitan Washington Council of Governments (COG) is the regional planning organization of the Washington area's major local governments; and

WHEREAS, on January 13, 2010, the COG Board of Directors approved Region Forward, a Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) has developed a new strategic plan entitled *Momentum, The Next Generation of Metro*, the first for the Authority in more than a decade, which reflects and supports the key concepts of Region Forward; and

WHEREAS, while WMATA continues rebuilding virtually its entire system to improve safety, reliability and customer service, the Authority must be planning to serve millions of additional future riders and support the region's economic growth; and

WHEREAS, demand for WMATA's services is already outstripping capacity and more growth is expected, and thus additional investments are needed to prepare WMATA's core system to support the continued prosperity of the region; and

WHEREAS, the new strategic plan, *Momentum: The Next Generation of Metro*, benefits from more than a year of outreach to nearly 12,000 customers and stakeholders, provides a road map to achieve the goals of the WMATA system, and guides WMATA's annual business plan; and

WHEREAS, recognizing that the region's mobility depends on the continued operation of WMATA's core network, *Momentum* includes the following key priorities for completion by 2025: operation of all eight-car trains during rush hour; completion of the Metrobus Priority Corridor Network; a one-stop shop for all regional transit trip planning and payment; and a better, more efficient MetroAccess service;

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS:

- (1) Provides its support for the vision, goals, and initiatives of *Momentum: The Next Generation of Metro*, as the new strategic plan for WMATA, recognizing that specific funding commitments required to implement *Momentum* will need to be secured from Metro's regional and federal funding partners.
- (2) Looks forward to integrating the key concepts and recommendations of *Momentum* into the ongoing refinement and implementation of Region Forward.

I HEREBY CERTIFY THAT the foregoing resolution was approved and adopted by the COG Board of Directors at its regular meeting held on June 12, 2013.

***Nicole Hange
Acting Executive Board Secretary***



U.S. Department
of Transportation

Federal Transit Administration
Region III
1780 Market Street, Suite 500
Philadelphia, PA 19103
215-658-7100
215-658-7280 (fax)

Federal Highway Administration
DC Division
1890 K Street, N.W., Suite 510
Washington, DC 20008
202-219-3570
202-219-3545 (fax)

MAY 24 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Ronald Kirby, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Dear Chairman York:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the 2012 Constrained Long Range Plan (CLRP) for the Washington Metropolitan Region and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program (TIP) for the Washington Metropolitan Region.

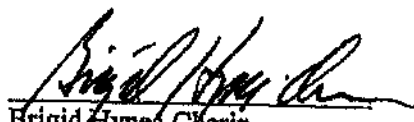
The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated May 14, 2013 for the review of the 1997 8-Hour Ozone, 2008 8-hour Ozone, Carbon Monoxide and Fine Particulate Matter (PM 2.5) Standards Conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2012 CLRP.

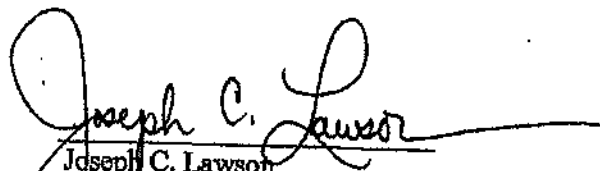
It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

We find that the 2012 CLRP and 2013-2018 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Melissa Barlow, of the FTA DC Metropolitan Office, at (202) 219-3565.

Sincerely,


Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration


Joseph C. Lawson
Division Administrator
Federal Highway Administration

Enclosure

cc:

Kwame Arhin, FHWA Maryland Division
Ivan Rucker, FHWA Virginia Division
Edward Sundra, FHWA Virginia Division



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

MAY 14 2013

Mr. Joseph C. Lawson
Division Administrator
Federal Highway Administration,
District of Columbia Division
1990 K Street, NW, Suite 510
Washington, D.C. 20006-1103

Dear Mr. Lawson:

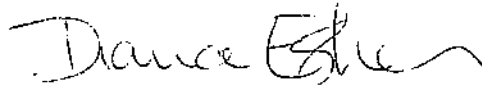
The United States Environmental Protection Agency (EPA), Region III has reviewed the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM_{2.5}) Standards Conformity Determinations of the 2012 Constrained Long Range Plan and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program for the Washington Metropolitan Region as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on April 15, 2013. EPA has reviewed the Conformity Determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for the Review of the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM_{2.5}) Standards Conformity Determinations of the 2012 Constrained Long Range Plan and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program for the Washington Metropolitan Region." It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the Plan and Transportation Improvement Program (TIP) are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.



Please feel free to call Ms. Cristina Fernandez, Associate Director, Office of Air Program Planning at (215) 814-2178 or Mr. Gregory Becoat, at (215) 814-2036 to discuss this review.

Sincerely,



Diana Esher, Director
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)
Sandra Jackson (FHWA, DC)
Howard Simons (MDOT)
Diane Franks (MDE)
Ron Kirby (TPB)
Gail McFadden-Roberts (FTA)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

SUBJECT: Technical Support Document for the Review of the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM_{2.5}) Standards Conformity Determinations of the 2012 Constrained Long Range Plan and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program for the Washington Metropolitan Region

FROM: *Gregory A. Becoat 05/14/13*
Gregory Becoat
Office of Air Program Planning (3AP30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM_{2.5}) Standards Conformity Determinations of the 2012 Constrained Long Range Plan and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program for the Washington Metropolitan Region

THRU: *Cristina Fernandez 05/14/13*
Cristina Fernandez, Associate Director
Office of Air Program Planning (3AP30)

I. Background

The purpose of this document is to review the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 PM_{2.5} Standards Conformity Determinations of the 2012 Constrained Long Range Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP) as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On April 15, 2013, the U.S. Environmental Protection Agency (EPA), Region 3 received the Washington Metropolitan Region TIP and CLRP conformity determinations under a cover letter dated April 11, 2013 from the District of Columbia Division of the United States Federal Highway Administration (FHWA). The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.102(b)(1), (b)(2)(iv), (b)(2)(v), and (b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), 93.118, and 93.119.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally

supported highway, transit projects, and other activities are consistent with (conform to) the purpose of the State Implementation Plans (SIP). The CAA requires federal actions in nonattainment and maintenance areas to “conform to” the goals of SIP. This means that such actions will not cause or contribute to violations of a national ambient air quality standard (NAAQS); worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving FHWA or Federal Transit Administration (FTA) funding or approval are subject to the transportation conformity rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate with State air quality and transportation agencies, EPA, FHWA, and FTA to demonstrate that their metropolitan transportation plans and TIPs conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the motor vehicle emissions budgets (MVEBs) contained in a SIP.

The amendment to the 2012 CLRP and FY 2013-2018 TIP was completed to meet the requirements associated with the Washington Metropolitan Region’s new nonattainment designation under the 2008 8-hour ozone national NAAQS. EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 FR 30088) with an effective date of July 20, 2012. As described in 40 CFR 93.102 of the transportation conformity rule, a conforming transportation plan and TIP must be in place within one year of the effective date of the initial nonattainment designation in order to approve new federally funded/approved FHWA and FTA projects. The original conformity assessment of the 2012 CLRP with respect to air quality conformity requirements was completed in July 2012. The forecast years included: 2007, 2017, 2020, 2030, and 2040. Since the Washington, DC-MD-VA marginal nonattainment area has an attainment date of December 31, 2015 for the 2008 8-hour ozone NAAQS, the updated analysis must include analysis year 2015. Since there were no input changes from the previously approved 2012 CLRP, an analysis for the 2007, 2017, 2020, 2030, and 2040 forecast years is not necessary; however, the updated 2012 CLRP includes the data for all forecast years, including 2015, in order to represent a complete conformity analysis update of the 2012 CLRP.

On April 15, 2004, EPA designated the Washington, DC-MD-VA Area as a moderate 8-hour nonattainment area for the 1997 ozone NAAQS. Until new mobile budgets are developed, the Washington, DC-MD-VA Area must conform to currently approved MVEBs. For the 8-hour ozone conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 2009 Attainment Plan and 2010 Contingency Plan budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO_x), which EPA declared adequate on February 7, 2013, are applicable to the ozone conformity determinations. The budgets are 66.5 tons/day of VOCs and 146.1 tons/day of NO_x for the 2009 Attainment Plan and 144.3 tons/day of NO_x for the 2010 Contingency Plan.

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for 1997 PM_{2.5} annual standard. In April 2008, the Washington, DC-MD-VA nonattainment area submitted to EPA a SIP revision for attaining the 1997 PM_{2.5} annual standard. The revision

included the following: (1) attainment plan; (2) analysis of reasonably available control measures; (3) attainment demonstration; (4) contingency plans for failure to attain the air quality standard; (5) mobile source budgets; and (6) the base year 2002 air pollutant emissions inventory. On January 12, 2009 (74 FR 1146), EPA determined that the Washington DC-MD-VA Area had attained the NAAQS and issued a clean data determination. This determination suspended the requirements to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other planning SIPs related to attainment of the 1997 PM_{2.5} annual NAAQS. As a result, Virginia, Maryland, and the District of Columbia withdrew the SIP revision, including the mobile budgets for all years except 2002. Since there are no current PM_{2.5} budgets, the TPB used its transportation model to develop the necessary vehicle miles traveled (VMT) and related emission factors to complete the conformity analysis and determination using an acceptable interim test.

Currently, the Washington, DC-MD-VA Area is attaining the Carbon Monoxide (CO) NAAQS and submitted a ten-year maintenance plan with MVEBs covering the period 1996-2007. EPA approved the maintenance plan and the associated MVEBs effective March 16, 1996 (January 30, 1996, 96 FR 1104). The Washington, DC-MD-VA Area submitted the required revised second ten year maintenance plan with MVEBs covering through March 2016. EPA approved the second 10-year maintenance plan and MVEBs (April 4, 2005, 70 FR 16958) requiring the Washington, DC-MD-VA Area to show that pollutants do not exceed the approved MVEBs of 1671.5 tons/day.

II. Technical Methods

To meet emission inventory requirements of section 172(c)(3) of the CAA, a regional mobile source highway inventory must be prepared for all sources of the relevant pollutants. The TPB provided daily ozone season VOC and NO_x emissions, yearly direct PM_{2.5} and PM_{2.5} precursor NO_x emissions and daily wintertime CO emissions inventories for years 2007, 2015, 2017, 2020, 2030, and 2040. The inventories also included baseline year 2002 to test against for conformity purposes for the PM_{2.5} pollutants which have no approved mobile budgets. The emission inventories were developed using the following: (1) current land activity forecasts; (2) travel demand modeling processes; (3) Mobile Emissions Post-Processor (which includes the latest travel demand and mobile emissions planning assumptions including 2011 vehicle registration data); and (4) MOBILE6.2 model for emission rates. The mobile source emission factors for PM_{2.5} pollutants, wintertime CO, and ozone precursors represented the rates of VOCs, CO, direct particles, and NO_x produced by cars and trucks on the highway system. The application of MOBILE6.2 model included vehicular and other characteristics specific to the Washington, DC-MD-VA Area to develop factors which were applied to the travel estimates associated with each forecast year.

Section 93.111 of the transportation conformity rule requires that conformity determinations must be based on the latest emission estimation model available. EPA announced the release of MOVES2010 in March 2010 (75 FR 9411) and subsequently released two minor model revisions: MOVES2010a in September 2010 and MOVES2010b in April 2012. Upon the release of MOVES2010, EPA established a two-year grace period before MOVES is required to be used for regional conformity analyses (75 FR 9411). EPA subsequently promulgated a final rule on February 27, 2012 to provide an additional year before MOVES was required for these analyses

(77 FR 11394). The MOVES grace period for regional conformity analyses applied to both the use of MOVES2010 and approved minor revisions (e.g., MOVES2010a and MOVES2010b). The grace period ended on March 2, 2013; therefore, the MOVES model is now required for new regional emissions analyses for transportation conformity determinations (“regional conformity analyses”) outside of California. However, the conformity determinations for the 2012 CLRP and FY2013-2018 TIP began prior to the end of the grace period; therefore, MOBILE6.2 is an appropriate model for this analysis. MOBILE6.2 estimates the pollution rates based upon a variety of different vehicle characteristics (vehicle age, type, weight, fuel, speed, inspection/maintenance program) and environmental characteristics (ambient temperature, humidity). For more information, see EPA’s “Policy Guidance on the Use of MOVES2010 and Subsequent Minor Model Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes” (April 2012).

III. EPA’s Evaluation

For MVEBs to be approvable, they must meet, at a minimum, EPA’s adequacy criteria found at 40 CFR 93.118(e)(4). EPA’s adequacy criteria are: (1) the submitted control strategy implementation plan was endorsed by the Governor or designee and was subject to a State public hearing; (2) consultation among Federal, State, and local agencies occurred; full implementation plan documentation was provided to EPA; and EPA’s stated concerns, if any, were addressed before the control strategy implementation plan was submitted; (3) the MVEBs are clearly identified and precisely quantified; (4) the MVEBs, when considered together with all other emissions sources, are consistent with applicable requirements for maintenance; (5) the MVEBs are consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan; and (6) revisions to previously submitted maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins; and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b) lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112); and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 1 below demonstrates how the document prepared by the TPB satisfies the requirements for conformity determinations.

TABLE 1. EPA'S EVALUATION OF THE CONFORMITY DETERMINATIONS OF THE PLAN AND TIP SUBMITTED BY THE DISTRICT OF COLUMBIA DIVISION OFFICE OF THE FEDERAL HIGHWAY ADMINISTRATION FOR THE WASHINGTON, DC-MD-VA AREA TO EPA ON APRIL 11, 2013

CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NO _x is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NO _x budget as part of a PM _{2.5} reasonable further progress, attainment or maintenance strategy?	N	NO _x is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, Sulfur Oxides (SO _x) or Ammonia (NH ₃) as precursors are a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget for VOCs, SO _x or NH ₃ as part of a PM _{2.5} reasonable further progress, attainment or maintenance strategy?	N	VOCs, SO _x , and NH ₃ as precursors are not included in the emissions analysis.

93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM _{2.5} reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 8-hour ozone and CO conformity analyses (2015, 2017, 2020, 2030, and 2040) are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget). 2015 is the attainment year for the 2008 8-hour ozone NAAQS. The years chosen for the 1997 PM _{2.5} conformity analyses (2015, 2017, 2020, 2030, and 2040) are appropriate horizon years based on 40 CFR 93.119 (Criteria and procedures: Interim emissions in areas without motor vehicle budgets). 2017 is within the first 5 years of the transportation plan.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Round 8.1 forecast.
93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Exhibits 4-6 contain summaries of key assumptions for each forecast year for major transit elements, HOV and HOT improvements, and mileage summaries for the highway system and rail transit system. Appendix B of the conformity determination lists the amended projects and provides a description of the projects anticipated to be completed during the evaluation period of the conformity analysis. The project list includes transit, highway, and HOV/HOT projects.

93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the States of Maryland and Virginia and the District of Columbia's transportation agencies who have determined that the plan is fiscally constrained.
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the</p>	<p>Y</p> <p>Y</p> <p>Y</p>	<p>(a) & (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include:</p> <p>1) Travel Demand Modeling Assumptions: - Use of Version 2.3 travel demand model process. -New travel forecasts incorporated.</p> <p>2) Emissions Model Assumptions: MOBILE6.2 modeled emissions factors were developed for years: 2015, 2017, 2020, 2030, and 2040 for all pollutants.</p> <p>3) Emissions Factor Assumptions -Enhanced I/M was assumed in DC, Maryland, Virginia. -Low emission vehicle program was modeled. (Maryland only) -No oxygenated fuels were assumed for wintertime. (all areas) -Tier 2 / low sulfur vehicle controls were modeled. (all areas)</p> <p>4) Vehicle Registration Data: 2011 data for Maryland, DC, and Virginia.</p> <p>5) Land Activity Assumptions (growth forecasts): In February, 2012 round 8.1 forecasts were added by the TPB for use in the conformity determination. The 8.1 Forecasts were adjusted based on 2010 Census data, and reflect the current economic slow-down. As a result, household data as well as employment data have been updated. New growth figures between 2007 and 2040 used in this determination are shown below:</p> <p>-Household: 1.40% increase -Employment: 1.47% increase</p> <p>(c) Transit policies such as frequency and hours</p>

	<p>transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>	<p>Y</p> <p>Y</p> <p>Y</p>	<p>of operation were updated from the last conformity determination. Transit fares also reflect policies such as price differentials and surcharges.</p> <p>(d) Transit ridership and services were adjusted to reflect increased fares from several providers within the affected region. No changes in bridge tolls are anticipated at this time. However, revised highway tolls have been incorporated including the Inter County Connector project.</p> <p>(e) All of the TCMs listed in the previous 2005 Ozone Attainment Plan for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Appendix A of the conformity determination provides the key assumptions for this conformity determination. This document was developed through the interagency and public consultation process detailed in Appendix C.</p>
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used the mobile emissions model: MOBILE6.2, an acceptable EPA emissions model to do the emissions analysis.

93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.</p> <p>Interagency Consultation The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p>Public Consultation The TPB has provided opportunities for public comment on the Conformity Determination. On November 15, 2012, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. There were no comments relevant to air quality on the Conformity Determination.</p>																
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.																
93.118	For areas with SIP Budgets: Does the Transportation Plan and TIP meet the required emission reduction test?	Y	<p>On April 4, 2005 (70 FR 16958) EPA approved the new CO maintenance plan for the Washington, DC metropolitan area. The mobile budgets contained therein are applicable to this conformity determination and are in tons/day (tpd).</p> <table border="0"> <tr> <td><u>2005 CO Budget:</u></td> <td><u>2015 Analysis:</u></td> </tr> <tr> <td>1671.50 tpd</td> <td>587.3 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u></td> <td><u>2017 Analysis:</u></td> </tr> <tr> <td>1671.50 tpd</td> <td>561.4 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u></td> <td><u>2020 Analysis:</u></td> </tr> <tr> <td>1671.50 tpd</td> <td>539.5 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u></td> <td><u>2030 Analysis:</u></td> </tr> <tr> <td>1671.50 tpd</td> <td>554.1 tpd</td> </tr> </table>	<u>2005 CO Budget:</u>	<u>2015 Analysis:</u>	1671.50 tpd	587.3 tpd	<u>2005 CO Budget:</u>	<u>2017 Analysis:</u>	1671.50 tpd	561.4 tpd	<u>2005 CO Budget:</u>	<u>2020 Analysis:</u>	1671.50 tpd	539.5 tpd	<u>2005 CO Budget:</u>	<u>2030 Analysis:</u>	1671.50 tpd	554.1 tpd
<u>2005 CO Budget:</u>	<u>2015 Analysis:</u>																		
1671.50 tpd	587.3 tpd																		
<u>2005 CO Budget:</u>	<u>2017 Analysis:</u>																		
1671.50 tpd	561.4 tpd																		
<u>2005 CO Budget:</u>	<u>2020 Analysis:</u>																		
1671.50 tpd	539.5 tpd																		
<u>2005 CO Budget:</u>	<u>2030 Analysis:</u>																		
1671.50 tpd	554.1 tpd																		

			<p><u>2005 CO Budget:</u> <u>2040 Analysis:</u></p> <p>1671.50 tpd 576.9 tpd</p> <p>On February 7, 2013, EPA declared adequate mobile emissions budgets contained in the 2009 Attainment Plan and 2010 Contingency Plan for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical and are in tons/day (tpd).</p> <p><u>2009/2010 Mobile Budgets:</u> <u>2015 Analysis:</u></p> <p>66.50 tpd (VOC) 49.45 tpd (VOC) 144.30 tpd (NO_x) 87.93 tpd (NO_x)</p> <p><u>2009/2010 Mobile Budgets:</u> <u>2017 Analysis:</u></p> <p>66.50 tpd (VOC) 45.34 tpd (VOC) 144.30 tpd (NO_x) 69.02 tpd (NO_x)</p> <p><u>2009/2010 Mobile Budgets:</u> <u>2020 Analysis:</u></p> <p>66.50 tpd (VOC) 40.60 tpd (VOC) 144.30 tpd (NO_x) 50.82 tpd (NO_x)</p> <p><u>2009/2010 Mobile Budgets:</u> <u>2030 Analysis:</u></p> <p>66.50 tpd (VOC) 38.20 tpd (VOC) 144.30 tpd (NO_x) 35.04 tpd (NO_x)</p> <p><u>2009/2010 Mobile Budgets:</u> <u>2040 Analysis:</u></p> <p>66.50 tpd (VOC) 40.99 tpd (VOC) 144.30 tpd (NO_x) 35.05 tpd (NO_x)</p>
93.119	For areas without emission budgets: Does the Transportation Plan and TIP demonstrate contribution to emission reductions?	Y	<p>There are no PM_{2.5} SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are shown below. Under 40 CFR 93.109 (e), this interim test is permissible as the area had a choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year (tpy) below. The analysis shows that the PM_{2.5} nonattainment area passes the interim emissions test.</p>

		<u>2002 Base Year:</u> <u>2015 Analysis:</u> 1694.19 tpy (Direct PM) 777.48 tpy (Direct PM) 98,473.50 tpy (NO _x) 31,069.03 tpy (NO _x)
		<u>2002 Base Year:</u> <u>2017 Analysis:</u> 1694.19 tpy (Direct PM) 774.07 tpy (Direct PM) 98,473.50 tpy (NO _x) 24,271.78 tpy (NO _x)
		<u>2002 Base Year:</u> <u>2020 Analysis:</u> 1694.19 tpy (Direct PM) 713.73 tpy (Direct PM) 98,473.50 tpy (NO _x) 17,891.10 tpy (NO _x)
		<u>2002 Base Year:</u> <u>2030 Analysis:</u> 1694.19 tpy (Direct PM) 731.34 tpy (Direct PM) 98,473.50 tpy (NO _x) 12594.64 tpy (NO _x)
		<u>2002 Base Year:</u> <u>2040 Analysis:</u> 1694.19 tpy (Direct PM) 764.21 tpy (Direct PM) 98,473.50 tpy (NO _x) 12,732.28 tpy (NO _x)

CONCLUSION

Pursuant to FHWA’s April 15, 2013 request, EPA has reviewed the 1997 8-Hour Ozone, 2008 8-Hour Ozone, Carbon Monoxide, and 1997 PM_{2.5} Standards Conformity Determinations for the 2012 Constrained Long Range Plan and the FY 2013-2018 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. EPA has determined that the 2012 CLRP and the FY 2013-2018 TIP EPA meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.

