



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 10, 2019

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 10, 2019

At its meeting on October 4, the TPB Steering Committee approved the following resolutions to amend the FY 2019-2024 Transportation Improvement Program (TIP):

- SR10-2020: To include \$77 million in advanced construction (AC) funding, \$25 million in Demonstration Project funding, and \$31 million in state and local revenue sharing funding for the Northstar Blvd. Extension project from US 50 to Shreveport Drive and the Northstar Blvd. Extension project between US 50 and Tall Cedars Parkway (TIP IDs 6634 and 6687), \$23.2 million in AC funding and \$14.7 million in REVSH funding for, and \$4.3 million in AC funding, and \$1.4 million in Equity Balance/Minimum Guarantee and state match funding for the Eisenhower Avenue Widening and Remove Traffic Circle project (TIP ID 6686), as requested by the Virginia Department of Transportation. These projects were included in the Air Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP.
- SR11-2020; To include \$1.14 million in Urbanized Area Formula Funding Program (Section 5307) and \$80.55 million in state match funding for the Large Urban Systems – Operating Program for Prince George’s County (TIP ID 6146), as requested by the Maryland Department of Transportation. This program is exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.”

Attachments

- TPB Steering Committee Attendance
- SR10-2020
- SR11-2020

**TPB STEERING COMMITTEE
ATTENDANCE – OCTOBER 4, 2019**

MEMBERS

Mark Phillips
Mark Rawlings
Kelly Russell
Kari Snyder
Norman Whitaker

WMATA
DDOT
City of Frederick
MDOT
VDOT

PARTICIPANTS

Bob Brown
David Edmondson
Gary Erenrich
Xavier Harmony
Chris Lakowski
Regina Moore
Malcolm Watson

Loudoun County
City of Frederick
Montgomery County
VDRPT
DC Council
VDOT
Fairfax County

COG STAFF

Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Mark Moran, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Michael Farrell, DTP
Nicole McCall, DTP
Eric Randall, DTP
Jon Schermann, DTP
Davamani Sivasailam, DTP
John Swanson, DTP
Nick Suarez, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THREE ROADWAY PROJECTS, AS REQUESTED
BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of September 30, 2019, VDOT has requested an amendment to the FY 2019-2024 TIP to include funding for three new roadway projects, as described below and in the attached materials:

- Include \$53.8 million in advanced construction (AC) funding, \$25 million in Demonstration Project (DEMO) funding, and \$16.6 million in state and local revenue sharing (REVSH) funding for the **Northstar Blvd. Extension project** from US 50 to Shreveport Drive (**TIP ID 6634**)
- Include \$4.3 million in AC funding, \$1.4 million in Equity Balance/Minimum Guarantee (EB/MB) and state match funding for the **Eisenhower Avenue Widening and Remove Traffic Circle project** (**TIP ID 6686**)
- Include \$23.2 million in AC funding and \$14.7 million in REVSH funding for the **Northstar Blvd. Extension project** between US 50 and Tall Cedars Parkway (**TIP ID 6687**)

WHEREAS, full funding for these projects is included in the Visualize 2045 financial analysis; and

WHEREAS, these projects are included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include funding for three new roadway projects, as described below and in the attached materials:

- Include \$53.8 million in AC funding, \$25 million in DEMO funding, and \$16.6 million in REVSH funding for the **Northstar Blvd. Extension project** from US 50 to Shreveport Drive (**TIP ID 6634**)
- Include \$4.3 million in AC funding, \$1.4 million in Equity Balance/Minimum Guarantee (EB/MB) and state match funding for the **Eisenhower Avenue Widening and Remove Traffic Circle project** (**TIP ID 6686**)
- Include \$23.2 million in AC funding and \$14.7 million in REVSH funding for the **Northstar Blvd. Extension project** between US 50 and Tall Cedars Parkway (**TIP ID 6687**)

Adopted by the TPB Steering Committee at its regular meeting on October 4, 2019.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

September 30, 2019

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

RE: FY 2019-2024 Transportation Improvement Program Amendments

Dear Chairman Nohe:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2019-2024 Transportation Improvement Program (TIP) to revise the funding and cost estimates for the following projects:

TIP# 6634, UPC 106994. Northstar Blvd. Extension Between Shreveport Drive & US 50

Construction of a four lane divided extension of Northstar Blvd. between Shreveport Drive & US 50 in Loudoun County. This project is expected to reduce congestion and improve safety and connectivity and includes accommodations for pedestrians and bicyclists. The cost estimate is approximately \$98 million.

The amendment adds the following funds for FFY20

\$2,422,592 (REVSH) for PE phase

\$14,216,916 (REVSH) for ROW phase

\$46,100,916 (AC-Other: \$34,648,916 NVTA, \$11,452,000 Local) for CN phase

\$25,000,000 (DEMO-Tiger Grant) for CN phase

TIP# 6687, UPC 106995, Northstar Blvd. Extension Between Tall Cedars Parkway & US 50

Construction of a four lane divided extension of Northstar Blvd. between Tall Cedars Parkway & US 50 in Loudoun County. This project is expected to reduce congestion and improve safety and connectivity and includes accommodations for pedestrians and bicyclists. The cost estimate is approximately \$38 million.

The amendment adds the following funds for FFY20

\$1,995,000 (REVSH) for PE phase

\$8,619,348 (REVSH) for ROW phase

\$4,085,652 (REVSH) for CN phase

\$23,187,000 (AC-Other: \$22,455,000 NVTA, \$732,000 Local) for CN phase

TIP#6686, UPC 77378, Eisenhower Avenue Widening and Removal of Traffic Circle
Widening of Eisenhower Avenue from 4 to 6 lanes between Holland Lane and 60' west of Mill Road in Alexandria. This project is expected to reduce congestion and improve safety by providing two additional travel lanes, with turn lanes, storm-water management facilities, and accommodations for pedestrians and bicyclists. An existing traffic circle is being removed. The cost estimate is approximately \$9.72 million.


The amendment adds approximately \$4,278,000 in Advance construction funds to the construction phase in FY 2019, \$1,309,000 in EB/MG funds for construction in FY 19 and \$46,000 in EM/MG funds for ROW in FY 19.

State or local matching funds are included in the above funding amounts. Additional information regarding these projects has been entered in the TPB's iTIP database and is shown on the attached TIP tables. The amendments represent the last latest estimates and planned obligations by the Commonwealth Transportation Board. The projects are included in the Visualize 2045 Air Quality Conformity Analysis and the funding was anticipated in the Visualize 2045 Financial Plan.

VDOT requests approval of these TIP amendments by the Transportation Planning Board's Steering Committee at its meeting on October 4. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,


for Helen Cuervo, P.E.

District Administrator, Northern Virginia District, VDOT

Cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6634 Agency ID: 106994 Title: Northstar Blvd. Extension						Complete:	Total Cost:		\$98,002
Facility: Northstar Extension	AC	100/0/0		7,701 b					53,802
From: US 50 John Mosby Highway				46,101 c					
To: Shreveport Drive									
	DEMO	100/0/0		25,000 c					25,000
	REVSH	0/50/50	2,561 a		2,423 a				16,640
				14,217 b					
Total Funds:									95,442

Description:

Amendment: Update of Cost and adding Funds **Approved on: 10/4/2019**
Add \$1,211,296 (REVSH) FFY20 PE phase.

TIP ID: 6686 Agency ID: 77378 Title: EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE						Complete: 2021	Total Cost:		\$9,717
Facility: Eisenhower Avenue	AC	100/0/0		4,278 c					4,278
From: Mill Road									
To: Holland Lane	EB/MG	80/20/0		46 b					1,355
				1,309 c					
	STBG	80/20/0	194 b						
Total Funds:									5,633

Description: WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTL Holland Lane. LTL John Carlyle Street

Amendment: Adding new TIP Project **Approved on: 10/4/2019**
WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTL Holland Lane. LTL John Carlyle Street

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6687 Agency ID: 106995		Title: NORTHSTAR BLVD EXTENSION				Complete: 2024		Total Cost:		\$34,887	
Facility: VA Northstar Blvd		AC	100/0/0		23,187	c				23,187	
From: US 50 Lee Jackson Memorial Hwy		REVSH	0/50/50		1,995	a				14,700	
To: VA 2200 Tall Cedars Pkwy					8,619	b					
					4,086	c					
Total Funds:										37,887	

Description: Extend Northstar Blvd from Route 50 to Tall Cedars Parkway

Amendment: Funding **Approved on: 10/4/2019**
 Add \$7,108,458 (REVSH) RW phase; Add 46,100,916 (AC-Other: \$34,648,916 NVTA, \$11,452,000 Local) FFY20 Add \$25,000,000 (DEMO-Tiger Grant) FFY20 CN phase Add \$997,500(REVSH) FFY20 PE phase Add \$4,309,674 (REVSH) FFY20 RW phase Add \$2,042,826 (REVSH) FFY20 CN phase Add \$23,187,000 (AC-Other: \$22,455,000 NVTA, \$732,000 Local) FFY20 CN phase

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2019-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR LARGE URBAN SYSTEMS – OPERATING
PROGRAM IN PRINCE GEORGE’S COUNTY, AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America’s Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of October 3, 2019, MDOT has requested an amendment to the FY 2019-2024 TIP to include \$81.69 million in Urbanized Area Formula Funding Program (Section 5307) and state match funding for the Large Urban Systems – Operating program, in Prince George’s County (TIP ID 6146), as described in the attached materials; and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include \$81.69 million in Section 5307 and state match funding for the Large Urban Systems – Operating program, in Prince George’s County (TIP ID 6146), as described in the attached materials.

Adopted by the TPB Steering Committee at its regular meeting on October 4, 2019.



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

October 3, 2019

The Honorable Martin Nohe
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Nohe:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2019-2024 Transportation Improvement Program (TIP) for one new Maryland Transit Administration (MTA) project as described below and in the attached memo.

This action reflects the MDOT MTA’s addition of state and Section 5307 federal funding for operating assistance throughout Prince George’s County (TIP #6146). This project was previously in the FY 2017-2022 TIP but was not included in the FY 2019 project solicitation. It is being put back into the FY 2019-2024 TIP to capture the federal funding being spent on operating needs. As this project does not add transit capacity, this action does not affect the Air Quality Conformity Determination for Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6146	Large Urban Systems – Operating	\$81,690	Add new state and 5307 funding for operating assistance.

MDOT requests that this amendment be approved by the TPB Steering Committee at its October 4, 2019 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Martin Nohe
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.


Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

TO: MS. HEATHER MURPHY, DIRECTOR
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

ATTN: MR. TYSON BYRNE, MANAGER
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

FROM: MS. KATE SYLVESTER, DIRECTOR 
MDOT MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

DATE: October 4, 2019

SUBJECT: Amendment to the FY 2019-2024 WashCOG/TPB TIP

MDOT MTA is requesting an Amendment to the FY 2019-2024 WashCOG/TPB TIP for operating assistance in large urban area transit systems, TIP ID # 6146.

MDOT MTA will be adding a TIP page that was not originally included in the FY 2019-2024 WashCOG/TPB TIP during the FY19 Call for Projects. MDOT MTA will utilize \$1.869M in Washington Area Grant federal funding to provide continued operating assistance throughout Prince George's County.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested Amendment for inclusion in the FY 2019-2024 WashCOG/TPB TIP. If you have any questions, please do not hesitate to contact Ms. Lara Bachman, MDOT MTA Office of Planning and Capital Programming, at 410-767-3135 or via email at lbachman@mdot.maryland.gov.

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT
Ms. Kari Snyder, Regional Planner, Office of Planning & Capital Programming, MDOT

**SUBURBAN MARYLAND
 FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
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MDOT/Maryland Transit Administration

TIP ID: 6146	Agency ID:	Title: Large Urban Systems - Operating	Complete:	Total Cost:
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Facility:	Sect. 5307	14/86/0	13,615 e	13,615 e	13,615 e	13,615 e	13,615 e	13,615 e	13,615 e	81,690
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From:										
To:										Total Funds: 81,690

Description: Operating Assistance for Prince Georges County.

Amendment: Reinstate Project **Approved on: 10/4/2019**

This program was previously funded in the FY 2017-2022 TIP, but inadvertently omitted from the FY 2019-2024 TIP. This amendment reinstates the project in the FY 2019-2024 TIP with \$13.615 million in Section 5307 and state match funding (\$1.869 million federal, \$11.746 state) in each Fiscal Year 2019 through 2024, totaling \$81.69 million.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 10, 2019

No letters were sent/received since the last TPB meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 10, 2019

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



VDOT News - Statewide

RELEASE: IMMEDIATE CO-147670

CONTACT: Lindsay LeGrand, VDOT 804-921-0907 Sept. 30, 2019
<mailto:Lindsay.LeGrand@vdot.virginia.gov>
 (<mailto:mailto:Lindsay.LeGrand@vdot.virginia.gov>)

Jessica Cowardin, DRPT 804-205-8702
<mailto:Jessica.Cowardin@drpt.virginia.gov>
 (<mailto:mailto:Jessica.Cowardin@drpt.virginia.gov>)

COMMONWEALTH TRANSPORTATION BOARD INVITES PUBLIC FEEDBACK ON TRANSPORTATION PROGRAMS THROUGHOUT VIRGINIA

Share comments at public meetings, online, by email, and by mail

RICHMOND, Va. – The Commonwealth Transportation Board (CTB) invites the public to share feedback on transportation initiatives at nine meetings across Virginia this fall. Representatives from the Office of Intermodal Planning and Investment (OIP), the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) will highlight transportation programs, discuss ideas and answer questions about the Commonwealth’s multimodal transportation network.

Participation is welcome by attending public meetings or submitting comments online, by email, or by mail.

The public will have an opportunity to learn and share feedback about:

Adjustments to the statewide project prioritization process, known as SMART SCALE, which allocates limited funding to the most critical transportation needs.

Virginia’s Statewide Transportation Improvement Program, which identifies transportation projects that will utilize federal transportation funding or require approval from federal partners.

A draft Mid-term Transportation Needs assessment for VTrans, Virginia’s statewide, multimodal transportation plan that outlines a vision and goals for transportation in the Commonwealth. The plan will identify transportation investment priorities and guides transportation agencies’ strategies and programs.

Adjustments to Virginia’s Highway Safety Improvement Program, which aims to link infrastructure improvements across highway travel modes to performance outcomes outlined in Virginia’s Strategic Highway Safety Plan.

The public meetings will begin at 4 p.m. in each of the locations except as noted below:

Tuesday, October 15, 2019*	Tuesday, October 22, 2019**	Monday, October 28, 2019***
Richmond District	Northern Virginia District	Staunton District
Richmond Marriott Short Pump 4240 Dominion Boulevard Glen Allen, VA 23060	Northern Virginia District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030	Doubletree Hotel Harrisonburg 1400 E. Market Street Harrisonburg, VA 22801
*This meeting will also provide opportunity for comment on the I-95 Corridor Study Plan	**meeting begins at 6 p.m.	***meeting begins at 3 p.m.

Wednesday, October 30, 2019 Salem District Holiday Inn Valley View 3315 Ordway Drive Roanoke, VA 24017	Monday, November 4, 2019 Lynchburg District Lynchburg District Complex Ramey Memorial Auditorium 4303 Campbell Avenue Lynchburg, VA 24501	Wednesday, November 6, 2019 Hampton Roads District Hampton Roads District Office 7511 Burbage Drive Suffolk, VA 23435
Thursday, November 7, 2019 Bristol District Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210	Tuesday, November 12, 2019** Fredericksburg District James Monroe High School 2300 Washington Avenue Fredericksburg, VA 22401 **meeting begins at 6 p.m.	Wednesday, November 13, 2019 Culpeper District VDOT Culpeper District Office 1601 Orange Road Culpeper, VA 22701

Meeting materials will be available at <http://www.ctb.virginia.gov/planning/springmeetings/default.asp> (<http://www.ctb.virginia.gov/planning/springmeetings/default.asp>) beginning October 15, 2019.

Online sources

SMART SCALE: <http://vasmartscale.org/> (<http://vasmartscale.org/>)

Virginia's Statewide Transportation Improvement Program: <http://www.virginiadot.org/about/stip.asp> (<http://www.virginiadot.org/about/stip.asp>)

Virginia's Highway Safety Improvement Program: http://www.virginiadot.org/business/tes_app_pro.asp (http://www.virginiadot.org/business/tes_app_pro.asp)

VTrans: <http://www.VTrans.org> (<http://www.VTrans.org>)

The public can submit comments on transportation projects and initiatives to the Office of Intermodal Planning and Investment (OIPI), OIPI Deputy Director Ronique Day, 1221 E. Broad St., Richmond, VA 23219 or PublicComments@OIPI.Virginia.gov (<mailto:PublicComments@OIPI.Virginia.gov>). **Comments will be accepted until November 30, 2019.**

For additional information about the CTB, visit <http://www.ctb.virginia.gov/> (<http://www.ctb.virginia.gov/>).

(END)

Tweet

Information in VDOT news releases was accurate at the time the release was published. For the most current information about projects or programs, please visit the project or program Web pages. You may find those by searching by keyword in the search Virginia DOT box above.

Page last modified: Sept. 30, 2019



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow, TPB Transportation Engineer
SUBJECT: Update on Transportation and Climate Initiative (TCI)
DATE: October 16, 2019

The memorandum provides an update on the work of the [Transportation and Climate Initiative](#) (TCI), which is a regional collaboration of Mid-Atlantic and Northeast states working to reduce greenhouse gas (GHG) emissions from the transportation sector. The TPB was provided with background information about TCI at the July 2019 meeting.

As noted in July, TCI released a statement on December 18, 2018 of its intention to design a regional transportation policy proposal to reduce carbon emissions from the transportation sector through a cap-and-invest program or other pricing mechanism. On October 1, 2019, TCI released a [framework for a draft regional policy proposal](#) for a 30-day public feedback period. The proposed program would “cap emissions of carbon dioxide from the combustion of the fossil component of finished motor gasoline and on-road diesel fuel.” The framework is included as Attachment A.

In terms of next steps for TCI, according to an [update](#) from October 1, a draft Memorandum of Understanding (MOU) building on the framework is anticipated to be released in December 2019. The draft MOU will be accompanied by emissions and energy modeling results, and estimated costs and benefits of different program design options. After considering further public input, a final MOU is expected in the Spring 2020, at which point each state will decide through a legislative process whether to sign the final MOU and participate in the regional program. The program could begin as early as 2022.

TCI is a state-led initiative. Agency representatives from Maryland, Virginia, and the District of Columbia are involved in the process. At this point in time, TPB staff plan to continue in an observer role by participating in TCI workshops and webinars and any future COG/MPO discussions or convenings on the topic.

Attachment A: Framework for a Draft Regional Policy Proposal



Framework for a Draft Regional Policy Proposal

Building on the [statement](#) issued in December 2018, the jurisdictions participating in the Transportation and Climate Initiative (TCI) have been working to develop a regional low carbon transportation policy proposal by the end of 2019. TCI remains committed to transparency, and to actively seeking input from the public to inform the proposal. Since the beginning of this year, TCI jurisdictions have conducted public workshops and webinars regionally and in individual jurisdictions, and continue to encourage people to submit input and ideas. This year, more than 1,000 people have participated in the public workshops and webinars, and more than 100 separate entries have been submitted through the TCI online public input portal.

To foster an informed public conversation, this document presents a high-level draft framework of a regional policy proposal for public input. While many details remain under consideration, this draft framework reflects progress to date on several key elements of a proposed program, informed by public and expert [input received so far](#). TCI jurisdictions will continue to review and consider input as a regional program is designed and proposed in the months ahead. A draft memorandum of understanding (MOU) building on the framework is anticipated in December of 2019. After considering further public input, a final MOU is expected in the Spring of 2020, at which point each jurisdiction will decide whether to sign the final MOU and participate in the regional program. Public input on this framework document is most useful if received through the [TCI online portal](#) by November 5.

Program Design Elements

Equity

TCI jurisdictions embrace the goals of equity, environmental justice, non-discrimination and meaningful public participation. TCI jurisdictions have committed to working with people and communities to develop and implement a regional policy that addresses the urgent need to reduce greenhouse gas (GHG) emissions and other harmful pollutants generated by the transportation system, while seeking to improve equity, mobility and community engagement. This commitment derives from an understanding that there are communities within the TCI region that live with historic inequities with respect to accessibility, mobility, affordability, public health risks, and a disproportionate vulnerability to a changing climate. The TCI jurisdictions also recognize that these inequities apply to urban, rural, and suburban communities in different

¹ For a deeper understanding of cap-and-invest program elements, please watch the Cap-and-Invest 101 [video on the TCI website](#) and definitions of related terms at [this link](#). Additional background on cap-and-invest approaches is available [on the TCI website here](#).

ways, and particularly to low-income communities, communities of color and communities with limited mobility options. Together, the TCI jurisdictions are committed to developing a program to reduce carbon emissions from the transportation sector while also addressing equity needs and concerns. The TCI jurisdictions are committed to equitable outcomes including by working with people and communities on the following:

- Expanding low-carbon and clean mobility options in urban, suburban, and rural communities, particularly for populations and communities that are currently underserved by the transportation system or disproportionately adversely affected by climate change and transportation pollution.
- Developing complementary policies and priorities for carbon-reduction investments and continually improving the program.
- Providing transparency and information to the public by tracking and reporting on changes in transportation-related emissions over time.
- Making modifications and adjustments to the program design, as warranted by feedback from communities and data related to outcomes and impacts.
- Encouraging individual jurisdictions to conduct their own outreach that is tailored to meet the needs of their own communities.

Applicability

Affected Fuels and Emissions

The proposed program would cap emissions of carbon dioxide from the combustion of the fossil component of finished motor gasoline and on-road diesel fuel in the region. The TCI jurisdictions are evaluating whether and how to include and treat biofuels in the program. Affected fuel would include fuel destined for final sale or consumption in a TCI jurisdiction, upon removal from a storage facility (i.e., a “terminal rack”) in the TCI jurisdiction, or, for fuel removed from a facility in another jurisdiction, upon delivery into the TCI jurisdiction.

Regulated Entities

State fuel suppliers would be the regulated entities under the proposed program and would be required to hold allowances to cover reported emissions. Applicability criteria would draw on the Energy Information Administration’s (EIA’s) “Prime Supplier” concept of regulating large “upstream” suppliers, but would include additional specificity, as necessary to ensure efficient program implementation. For example, jurisdictions may draw on existing state and federal regulatory language to ensure clarity and enforceability. Regulated entities would include owners of fuel at terminals in a TCI jurisdiction (i.e., “position holders”), and owners of fuel delivered into the jurisdiction for final sale or consumption in the state from a facility in another jurisdiction. Owners and operators of fuel supply infrastructure (terminals, pipelines, distributors, etc.) may also have reporting or recordkeeping obligations. TCI jurisdictions will consider including de minimis thresholds, exclusions, etc., to address circumstances such as fuel stored in a vehicle fuel tank for use in that vehicle.

Compliance and Enforcement

Emissions reporting requirements

Fuel suppliers would be required to report emissions to TCI jurisdictions, plus supporting information. Compliance obligations would be calculated based on the emissions that occur when the affected fuel is combusted, using standard emission factors developed by the United State Environmental Protection Agency (US EPA), California, or other similar sources. The reporting system would draw upon lessons and standards from existing programs as necessary. Examples include EIA's Prime Supplier reporting program and California and other states' fuel supplier emissions reporting requirements, which provide models, particularly with regard to separate reporting of fossil and biogenic components of blended fuels.

Monitoring and Verification

TCI jurisdictions would establish an electronic emissions reporting system informed by existing reporting requirements for fuel suppliers. In order to guarantee the accuracy of reported data, jurisdictions would use one or more of the following approaches: third party verification (as required under California's GHG emissions reporting regulation); agency verification (as used by US EPA to verify GHG emissions reported pursuant to 40 CFR Part 98); or self-certification (as used by states to support enforcement of other environmental regulations). Consistent with other programs (e.g., the Regional Greenhouse Gas Initiative (RGGI), EIA, state regulatory systems), monthly or quarterly emissions reporting would be required. The program could take advantage of existing platforms for the accompanying allowance tracking system, for example, the RGGI CO₂ Allowance Tracking System (COATS) or the Western Climate Initiative Compliance Instrument Tracking System Service (WCI CITSS).

Flexibility, Allowance Allocation, and Stringency

Flexibility and Cost Containment

The program would incorporate allowance banking and multi-year compliance periods and include price-based mechanisms for cap flexibility and cost containment based on examples from RGGI and WCI (e.g. cost containment reserve, emissions containment reserve, minimum reserve price). Price-based flexibility mechanisms would be implemented through auction design. Linking is another possible way to add flexibility and contain costs. Jurisdictions are considering whether and how to link (or make the allowance market "linking-ready") with other programs with similar flexibility mechanisms, such as RGGI or WCI.

Auctions and Allocation

Auctions would be the primary mechanism of distributing allowances and the program would auction nearly 100% of allowances. In other cap-and-invest programs, participating jurisdictions may set aside a small number of allowances that can be used to achieve other policy

priorities. TCI jurisdictions are independently considering whether and how such “set asides” are appropriate.

Regional Caps and Allowance Budgets for Each Jurisdiction

The program would begin with an initial emissions cap set at a level that then declines every year at a rate chosen by TCI jurisdictions to support their emissions reduction goals, and informed by analysis of the program’s impact. The initial cap would be set using a combination of baseline emissions for three recent years, and projected emissions estimated through modeling. The program would begin as early as 2022 and reach a target emissions level in 2032. Each jurisdiction’s allowance budget would be a percentage of the regional emissions cap.

Regional Program Administration

Market Monitoring and Auction Administration

A regional organization would be used to conduct carbon market monitoring, auction administration and allowance tracking. This would include the establishment and maintenance of a system to collect and manage reported emissions-related data from regulated entities and track allowance accounts. Emission allowance and transportation fuel markets would be monitored on an ongoing basis.

Additional Program Design Elements

Investment of Proceeds

Each TCI jurisdiction has different transportation needs and unique authorities; therefore, each jurisdiction would independently decide how proceeds are invested to achieve carbon emission reductions and other policy goals—like improved air quality and more affordable access to transportation. Additionally, jurisdictions may identify shared priorities for investment of proceeds including to maximize the efficiency of the regional program and to ensure greater benefits. TCI jurisdictions are committed to equity and meaningful community engagement when making new investment decisions and conducting program review.

Complementary Policies

Implementing a regional cap-and-invest program for carbon emissions from transportation would be important to help each TCI jurisdiction achieve their GHG emission reduction goals. In addition, each of the individual jurisdictions participating in a regional program may choose to pursue complementary policies and programs to further enable GHG emission reductions from transportation, while also achieving other important policy goals, including air quality improvements, particularly in communities already bearing a disproportionate pollution burden, improved safety, and greater access to affordable, low-carbon transportation options. This could include coordinated infrastructure planning, land-use planning improvements, and the development of green banks and other innovative financing mechanisms.



MEMORANDUM

TO: Martin Nohe, Chair, TPB
David Snyder, Chair, MWAQC
Daniel Sze, Chair, CEEPC

FROM: Kanti Srikanth, Director, Department of Transportation Planning
Steve Walz, Director, Department of Environmental Programs

SUBJECT: Preliminary assessment of key aspects of Federal “One National Program Rule”

DATE: October 10, 2019

On September 27, 2019, the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) published in the Federal Register their final action entitled the “One National Program Rule” to enable the federal government to provide nationwide uniform fuel economy and greenhouse gas emissions standards for automobile and light duty trucks. The rule is scheduled to go into effect on November 26, 2019. This memo provides a preliminary staff assessment that the federal actions will negatively affect the region’s efforts to meet federal air quality standards and will reduce impact of region’s work towards the region’s greenhouse gas emissions targets.

SUMMARY FINDINGS

Two actions are finalized in the September 27, 2019 publication.

- (1) NHTSA is asserting its authority to set national fuel economy standards and preempting any other standards set at state or local levels, and
- (2) EPA is withdrawing the waiver previously granted to California to enact its tailpipe greenhouse gas (GHG) emissions standards and Zero Emissions Vehicle (ZEV) programs.

These actions will eliminate the ability of state and local governments to enact measures that are stricter than federal standards to reduce GHG emissions from automobiles and light duty trucks. Such a constraint will impede the progress this region could make in reducing the GHG emissions levels to work towards the regional targets adopted by COG and its member jurisdictions.

SUMMARY BACKGROUND

The federal agencies took action on September 27, 2019 to finalize the first two of the three proposals the agencies had previously notified in their August 2018 Notice of Proposed Rulemaking (NPRM). These are actions related to the waiver and preemption of state and local actions to address GHG emissions and fuel efficiency of light duty vehicles. EPA announced its decision to withdraw the waiver, and NHTSA finalized regulatory text related to preemption. The agencies anticipate issuing a final rule on the third item, the GHG and CAFE standards proposed in the NPRM, in the near future.

On August 24, 2018, EPA and NHTSA jointly published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks.” In the NPRM:

1. NHTSA proposed regulatory text implementing its statutory authority to set nationally applicable fuel economy standards that made explicit that state programs would be preempted under NHTSA’s authorities.
2. EPA proposed to withdraw the waiver it had previously provided to California for that state’s GHG and ZEV programs under Section 209 of the Clean Air Act (CAA).
3. The agencies proposed new and amended GHG and Corporate Average Fuel Economy (CAFE) standards for model year 2021 to 2026 light duty vehicles.

PRELIMINARY ASSESSMENT

The two actions finalized on September 27, 2019 will do away with the ability of state and local governments to enact measures that would reduce GHG emissions from automobiles and light duty trucks that are stricter than federal standards. Such a constraint will impede the progress this region could make in reducing the GHG levels to meet the regional targets adopted by COG and its member jurisdictions.

This set back to the region’s efforts to reduce GHG from passenger cars and light duty trucks, is not a theoretical possibility, but a more likely reality due to the following:

In October 2012, NHTSA and EPA issued a joint rule requiring manufacturers of passenger cars and light duty trucks to increase their fuel efficiency and reduce the tailpipe emissions of GHG in model years 2017-2025. In August 2018, the federal agencies proposed to scale back the previously enacted fuel efficiency and GHG emissions standards. The September 27, 2019 action withdraws the federal waiver granted to California that has allowed the state to set tougher GHG standards. Without this waiver, if the federal agencies finalize their proposed roll back of GHG emissions standards for passenger cars and light duty trucks, California and other states, including Maryland who have already adopted California’s Advanced Clean Car (ACC) program, would no longer have the ability to set tougher GHG emissions standards for passenger cars and light duty trucks. This would hinder the region’s ability to reduce GHG emissions and work towards attaining the region’s GHG reduction targets.

In an additional and related manner, the above action will, to a lesser extent, negatively affect the ozone related emissions reductions of VOC and NOx that this region will need to meet federal standards for ozone. The region is currently a maintenance area for federal 2008 ozone standards and a non-attainment area for federal 2015 ozone standards. The region’s plan to maintain the 2008 ozone standards had assumed the 2012 fuel efficiency and GHG reduction levels. If the current proposal to roll these controls back is finalized, and with states without the ability to set tougher standards, then there will be less reduction in VOC and NOx emissions. We are unable to determine how this would impact our ability to maintain the 2008 ozone standards or help attain the

2015 ozone standards as EPA's emissions estimation model is at this time unable to assess the change in VOC and NOx emissions from a roll back of CAFE and GHG standards.

PREVIOUS COMMITTEE ACTION

Given the impact of changes to the current GHG and fuel efficiency standards for passenger cars and light duty trucks on the region's ability to maintain attainment of the 2008 ozone standards and ability to attain the tougher 2015 ozone standards, MWAQC, TPB, and CEEPC have previously submitted comments to the EPA and NHTSA on their proposal to roll back these standards:

- A September 27, 2017 letter regarding a reconsideration of the final determination of the mid-term evaluation of greenhouse gas emissions standards for model years 2022-2025 light-duty vehicles opposed any rollback of the emission standards and requested the standards in the October 15, 2012 final rule be maintained; and
- An October 17, 2018 letter regarding the proposed SAFE Vehicle Rule and tailpipe CO₂ emissions standards for model years 2021-2026 light-duty vehicles supported the baseline/no action alternative that would have maintained the current fuel economy and tailpipe emission standards.

STATE LEGAL CHALLENGES

California's Attorney General is leading a coalition of state Attorneys General, including from the District of Columbia, Maryland, and Virginia, to challenge the September 27, 2019 One National Program rule.

The Attorneys General request that the U.S. District Court for the District of Columbia strike down the rule "because it exceeds NHTSA's authority, contravenes Congressional intent, and is arbitrary and capricious, and because NHTSA has failed to conduct the analysis required under the National Environmental Policy Act."¹

¹https://oag.ca.gov/system/files/attachments/press_releases/California%20v.%20Chao%20complaint%20%2800000002%29.pdf