

ACTION ITEMS

- 12:50 7. **Report of Nominating Committee for Year 2013 TPB Officers**
Ms. Bowser
 Chair, Nominating Committee
 At the November 28 meeting, Chairman Turner appointed a Nominating Committee for year 2013 TPB officers, which included Ms. Bowser (Chair), Mr. Smith and Mr. Snyder. The TPB Bylaws provide for TPB officers to serve for one calendar year, from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2013.

Action: Approve a slate of TPB officers for the year 2013.

- 12:55 8. **Approval of an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**
Ms. Posey, DTP
 On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region’s 2012 CLRP and FY 2013-2018 TIP that will include the region’s new 2015 attainment year. On November 15 the assessment was released for a 30-day public comment period that ended on December 15. At its November 28 meeting, the Board was briefed on the draft 2015 forecast year air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP.

Action: Adopt Resolution R5-2013 to approve the air quality conformity assessment.

INFORMATION ITEM

- 1:00 9. **Briefing on WMATA Strategic Plan Update: Momentum**
Mr. Sarles,
 General Manager, WMATA
 WMATA is currently undertaking a new strategic plan initiative called “Momentum: The Next Generation of Metro.” The Board will be briefed on this initiative and ongoing outreach activities.

ACTION ITEM

- 1:15 10. **Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland and Virginia Expressing Support for Action on Transportation Funding**
Chair Turner
 At its November 28 meeting, the Board was briefed on the performance of the 2012 Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. One of the most significant regional challenges highlighted by the 2012 CLRP is the need for additional funding for both transit and roadways to address maintenance and rehabilitation requirements and capacity improvements required to accommodate a growing region.

Action: Approve the enclosed draft letter to the legislatures of the District of Columbia, Maryland and Virginia which expresses TPB support for increases in transportation funding.

INFORMATION ITEMS

- 1:25 11. **Update on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region**
..... Ms. Klancher, DTP
On October 10, 2012, FTA issued interim guidance on MAP-21 which states that the MPO should initiate discussions on the designated recipient for the new Section 5310 program. At its November 28 meeting, the Board was briefed on how the new program changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled; and on potential designated recipient(s) for this program in the Washington DC-VA-MD Urbanized Area. The Board will be updated on TPB staff discussions with the DOTs and WMATA about the implementation of the program in the Washington Region.
- 1:30 12. **Briefing on a Report on the Implementation of Complete Streets Policies in the Washington Region**
..... Mr. Farrell, DTP
At the May 16, 2012 meeting, the TPB approved the Complete Streets Policy for the National Capital Region to encourage TPB member jurisdictions and agencies that do not have a policy, or who are revising an existing policy, to adopt a Complete Streets policy that includes common elements that the TPB believes represent current best practices. The Board will be briefed on the results of a survey of TPB member jurisdictions and agencies on the status of Complete Streets policies in the region.
- 1:40 13. **Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey**
..... Mr. Roisman, DTP
In November 2011, an air passenger survey was conducted at the three major airports in the Washington-Baltimore Region: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD) and Baltimore/Washington International Thurgood Marshall Airport (BWI). The Board will be briefed on major findings from the survey, including airport usage, airport mode of access and ground trip origin, air trip purpose, and air traveler characteristics.
- 1:50 14. **Update on the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region**
..... Mr. Kirby
MAP- 21 established the Transportation Alternatives Program to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. At its November 28 meeting, the Board was briefed on the new program and the potential role of the TPB in the selection of projects under the program. The Board will be updated on TPB staff discussions with the DOTs about the implementation of the program in the Washington Region.

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
November 28, 2012**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
John Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Bridget D. Newton, City of Rockville
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Tommy Wells, DC Council
Victor Weissberg, Prince George's County DPW&T
Robert Werth, Private Providers Task Force
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Rich Roisman
Andrew Austin
Michael Farrell
Karin Foster
Deborah Kerson Bilek
Dan Sonenklar
Debbie Leigh
Deborah Etheridge
Jonathan Rogers
Dave Robertson COG/EO
Nicole Hange COG/EO
Bill Orleans HACK
Randy Carroll MDE
Judi Gold Councilmember Bowser's Office
Tina Slater CAC Chair
Christine Green Greater Washington Region Safe Routes to School Network
Mike Lake Fairfax County DOT
Anthony Foster DDOT
Tim Davis City of Frederick
Nick Alexandrow PRTC
Patrick Durany PWC
Pierre Holloman City of Alexandria
Liz Essley The Washington Examiner

1. Public Comment on TPB Procedures and Activities

Christine Green of the Greater Washington Safe Routes to School advocated for implementing regional priorities through the Transportation Alternatives Program that was established in the recently passed federal transportation bill, MAP-21. She said this new program presents an opportunity to address safety, particularly with regard to the disproportionate number of bicycle and pedestrian fatalities. She thanked the TPB staff and the TPB for being proactive in its consideration for how this new funding could change the region in a positive way. Copies of her remarks were submitted for the record.

Tracy Loh of the National Transportation Enhancements Clearinghouse highlighted the special opportunity available through the Transportation Alternatives Program. She said that the program provides a unique opportunity for funding livability projects at the regional level in a way that can address the unusual needs and priorities of the region as a whole, rather than as a collection of jurisdictions. She urged the TPB to take full advantage of this opportunity.

2. Approval of the Minutes of the October 17 meeting

Ms. Krimm moved to approve the minutes of the October 17 meeting.

Mr. Zimbabwe seconded the motion, which passed with Mr. Zimmerman abstaining from the vote.

3. Report of the Technical Committee

Mr. Rawlings reported that the Technical Committee met on November 2, and reviewed five items that are included in the TPB agenda. These items were: a briefing on an amendment to revise the budget and work elements in the UPWP to reflect funding changes, a briefing on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP, a briefing on the draft 2012 CLRP brochure, a briefing on the new Transportation Alternatives Program established under MAP-21 and the new potential role for the TPB in selecting projects under this program, and a briefing on the new MAP-21 Section 5310 program. He added that the committee discussed three informational items, including: a briefing on the performance-based planning approach using performance measures that the USDOT is in the process of establishing, and a briefing from the WMATA staff on a new strategic plan initiative called “Momentum.” He mentioned that the WMATA general manager is scheduled to brief the TPB on “Momentum” at the December 19 TPB meeting. He added that the committee was briefed on the final congestion management process technical report, which serves as a detailed technical supporting document for the CMP component of the Constrained Long Range Plan.

4. Report of the Citizens Advisory Committee

Ms. Slater said that the CAC met on November 15, and discussed three main topics: TPB's role in the new Transportation Alternatives Program, the performance analysis of the 2012 CLRP, and the development of the regional transportation priorities plan. With regard to the Transportation Alternatives program, she mentioned the resolution passed by the CAC in October calling upon the TPB to establish a competitive regional process for selecting the projects using the funds that have been sub-allocated to the region. She said that the TPB staff had developed a proposal that outlines a process for project selection, which was presented to the CAC, and has the CAC's support. She expressed the gratitude of the CAC to the TPB for their

quick consideration of the October resolution. She added that the CAC would like the TPB to develop project selection criteria that maximize opportunities for selecting the best, most impactful projects, and that the CAC feels the Transportation Alternatives program could be integrated with the regional transportation priorities plan since both are an effort to prioritize projects that promise the greatest benefit to the region.

With regard to the performance analysis of the CLRP, she said that CAC members observed that daily commute mode shares are not projected to change much between 2013 and 2040, and that the committee generally agreed that the analysis paints a bleak picture for the region's future, particularly considering the projections for congestion on highways and transit. With regard to the TPB developing a regional transportation priorities plan, she reported that CAC members discussed the history of the plan, and stressed its intent as a regional plan rooted in the goals of the TPB Vision. She said that the CAC calls on the TPB to make sure that the priorities plan contains strategies that will truly make a difference to the region. She mentioned that the CAC is unclear on the role of the public and of public involvement in the process, and seeks clarification on this matter from the TPB. She added that the CAC recognizes the need for additional funding, and that the CAC strongly encourages the TPB to consider strategies for raising new transportation revenue as part of developing the priorities plan.

She concluded by stating that the CAC will conduct an election via email of six individuals to serve on the 2013 committee, and that the new TPB officers would each identify three individuals to serve from their respective areas for the 2013 committee. She mentioned that the first meeting of the 2013 CAC will occur in February.

5. Report of the Steering Committee

Mr. Kirby said the Steering Committee met on November 2, and took two actions, which he said were included in the TPB mailout packet. These actions were a resolution to amend the UPWP, and an amendment to the TIP, which he said was requested by MDOT. He also mentioned that the TPB meeting schedule for January would be delayed one week later than normal due to the holiday season, with the Technical Committee and Steering Committee to meet on January 11, and the TPB to meet on January 23. He invited Mr. Robertson, the outgoing Executive Director of the Metropolitan Washington Council of Governments (COG), to introduce the incoming Executive Director, Chuck Bean.

Mr. Robertson said that he will be leaving his position at the COG with bittersweet feelings, and acknowledged the great collective work around Region Forward, promoting Street Smart, MATOC, and other regional programs. He introduced Chuck Bean, who he said is currently the president of the Nonprofit Roundtable of Greater Washington, as the incoming Executive Director of COG. He said Mr. Bean would start work December 13. He added that the COG Annual membership awards and luncheon will be on December 12, which he said would also be his official last day, and invited the members of the TPB to attend the luncheon.

Mr. Bean thanked the members of the TPB, expressed eagerness to get moving, and said he

appreciates the role of the TPB and the impact that it has had on Region Forward, which he said is a critical component of Economy Forward. He said he looks forward to working with Mr. Kirby and all of the COG staff to continue to advocate for sound transportation policies and all the other issues that COG addresses.

Mr. Kirby mentioned that there would be a special reception honoring Mr. Robertson following the main lunch on December 12, which will provide everyone with an opportunity to thank him and bid him farewell. He invited members of the TPB to attend the reception, and added his special appreciation to Mr. Robertson for helping secure local match dollars for the Street Smart Program.

Mr. Robertson said that on November 29 from 4-7pm, there would be a “meet and greet” opportunity to become acquainted with Mr. Bean, and invited members of the TPB to attend that event.

6. Chair’s Remarks

Chair Turner said he hoped both TPB members and staff had a great Thanksgiving. He mentioned that the fall Street Smart campaign kickoff event occurred on November 14, and thanked Loudoun County for hosting the event. He added that the TPB Community Leadership Institute will occur on November 29 and December 1, with 20 participants scheduled to attend from around the region.

ACTION ITEMS

7. Appointment of the Nominating Committee

Chair Turner moved to appoint Muriel Bowser from the District of Columbia as chair, Dave Snyder from Virginia, and Paul Smith from Maryland as the representatives to the Nominating Committee to select the TPB officers for 2013.

Mr. Wells seconded the motion, which passed unanimously.

8. Approval of an Amendment to the FY2013 Unified Planning Work Program (UPWP) to Revise the Budget and Work Elements

Mr. Kirby said that this amendment is to the current FY 2013 UPWP, which he said began on July 1. He said that it has become common practice to amend the UPWP in the fall, after the federal fiscal year closes, to allow for adjustments in the UPWP that result from federal budgeting uncertainties. He added that the UPWP, which was approved by the TPB in March, included estimates for federal funding. He said now that the federal fiscal year is over and the funding levels have been determined, the TPB can revise its UPWP to reflect any changes. Referring to the mailout, he provided a brief overview of the adjustments, which he said were

minimal.

Mr. Zimmerman asked for confirmation that this amendment is a housekeeping matter that had no effect in policy.

Mr. Kirby confirmed Mr. Zimmerman's request.

Mr. Zimmerman moved to adopt Resolution R4-2013 to amend the FY2013 UPWP to revise the budget and work elements.

Mr. Wells seconded the motion, which passed unanimously.

INFORMATION ITEMS

9. Briefing on an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

Ms. Posey said that the region was designated earlier this year as marginal nonattainment for the EPA's new ozone standards, which required TPB to run a conformity analysis of the long-range plan. She said an analysis was conducted of the attainment year 2015, and provided a summary of the report, which was included in the mailout. She said the analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NO_x, and wintertime CO, and are well below the 2002 base year levels for PM_{2.5} pollutants. She added that the results of the analysis would be released for a 30-day public comment period, beginning November 15. She said that the TPB would be asked to approve the conformity analysis at its December 19 meeting.

10. Briefing on the Draft 2012 CLRP Brochure

Mr. Kirby briefed the Board on a summary brochure produced by staff for the 2012 update to the Constrained Long-Range Plan (CLRP). He explained that the brochure is a summary of the full plan and the various programs and projects in it, including schedules for completion of the projects, and he said it includes some of the key results of an analysis of how well the transportation system performs in 2040 under the plan. He said that the performance analysis includes information about growth in the region, where that growth is projected to occur, what travel patterns will look like in 2040, how accessibility to jobs is expected to change, and forecasts of vehicle-related pollutant emissions.

Mr. Kirby reported that the region's population is forecast to increase 24 percent by 2040, with nearly 1.3 million additional people in the region, and faster rates of growth in the outer jurisdictions. He said that the total number of jobs is forecast to increase 36 percent during the same time period, with the fastest rates of growth again in the outer jurisdictions and mainly on the western side of the region. He then showed the Board a chart of various travel-related

measures and how they are expected to change through 2040. One of the main points he highlighted was that vehicle-miles traveled (VMT) is expected to grow at about the same rate as population, meaning that VMT per capita should remain roughly the same. In addition, he pointed out that the number of lane-miles of roadway is only expected to increase 7 percent by 2040, with the result that the number of congested lane-miles of highway during the morning peak hour is forecast to increase 78 percent.

Mr. Kirby also highlighted the anticipated mode share for “all trips” and for “commute trips” in 2040. He said that the share of trips made by transit and non-motorized modes (bicycling and walking) was not expected to change much either for “all trips” or for “commute trips”, but that trips made by single-occupancy vehicles are expected to drop while the share of those made by high-occupancy vehicles (HOVs) is expected to increase somewhat in both categories of trips. He said that the small increase in HOV use in the forecasts is probably due to the HOV lanes and new express toll lanes on the Capital Beltway in Virginia and those planned for I-95 south of the city.

The three other main performance areas that Mr. Kirby reported on were congestion on the region’s roadways and transit system, forecasts of future accessibility to jobs in different parts of the region, and progress in meeting air quality targets. He reiterated the point that the number of congested lane-miles of roadway in the morning peak hour is forecast to increase 78 percent by 2040, and that much of that new congestion will be occurring in the outer suburbs. He also explained that, in the absence of WMATA starting to run all eight-car trains during rush hour, four of five Metrorail lines to and through the regional core would be “congested” or “severely congested” by 2040. Running all eight-car trains could mean that just three lines would experience moderate congestion and that none would be “severely congested”. As for job accessibility, Mr. Kirby pointed out that the most significant losses in job accessibility by auto – that is, the number of jobs accessible by auto within 45 minutes from a given point – are expected to be on the eastern side of the region. Most areas are expected to see small increases in job accessibility by transit by 2040. Finally, Mr. Kirby reported that reductions of vehicle-related emissions for all pollutants that are regulated by the federal government will far exceed current reduction targets.

In the final portion of his presentation, Mr. Kirby laid out what he thought the analysis showed were the region’s main challenges: how to pay for needed repairs and upkeep of the Metrorail system; how to manage congestion on the region’s roads and, increasingly, on its transit system; and how to redirect anticipated growth into areas with better travel options. He said that there appear to be two broad ways to address the challenges: obtaining additional funding to support Metrorail maintenance, rehabilitation, and expansion, and to meet both road and bridge maintenance requirements; and better coordinating transportation and land-use to take advantage of opportunities for more mixed-use development near rail stations.

Chair Turner opened the floor to questions and comments.

Mr. Zimmerman questioned the usefulness and accuracy of the various forecasts of future growth and transportation system performance. He sought to clarify with Mr. Kirby that the forecasts

rely heavily on two underlying assumptions: one, that only those projects and programs that are currently in the CLRP are considered to be part of the future network; and two, that the total forecast population and job growth in the region is an aggregation of forecasts made by each of the local jurisdictions in the region.

Mr. Kirby responded by emphasizing the purpose of the performance analysis is to provide a baseline analysis if current policies continue. He said the forecasts are based on the best information currently available. He also added that the growth forecasts to which Mr. Zimmerman referred are assembled in a cooperative process among representatives from all of the local jurisdictions, and that it is not simply a “stapling together” of individual forecasts.

Mr. Zimmerman reiterated his concern that the process for developing the growth forecasts is a fundamental weakness of the overall CLRP performance analysis. He suggested that the process is not as cooperative as Mr. Kirby would like to think, citing first-hand experience with it.

Mr. Kirby offered to retrieve the forecasts for 2010 made back in 1990 to review the accuracy of earlier forecasts. He said he would return to the Board’s December meeting with that information.

Mr. Zimmerman also said that he didn’t believe it’s plausible to think that the region will have both tremendous continued economic growth and not make more substantial transportation improvements than those outlined in the CLRP.

Mr. Zimmerman’s final comment on the CLRP analysis concerned the finding that mode share is not forecast to change significantly through 2040. He said that forecast runs counter to lots of other information that is currently available and other observed and anticipated trends that suggest significant shifts in how people will travel in the future. In particular, he cited recently-released data that show a 33 percent increase in the transit share of commute trips between 2000 and 2012 in Arlington County. He also mentioned forecasts of rising energy costs and changing demographics that are likely to cause shifts in mode share in the future.

Mr. Kirby explained that the forecast mode shares don’t change much between now and 2040 because they cover the entire region, which is large, and that the increased growth in the outer jurisdictions – which have little or no access to transit – tends to offset gains in transit share in the inner jurisdictions.

Mr. Way voiced concern about the fact that more than \$220 billion is expected to be spent on transportation in the region through 2040 and that, in spite of it, travel conditions will still worsen considerably. He said he thought that was a huge problem that deserves far more attention.

Mr. Kirby responded by affirming some of Mr. Way’s concerns and explained that most of the money to be spent on transportation is going to operations and maintenance, and that the expansion that is planned simply isn’t enough to keep up with demand. He again referred back to forecasts for 2010 that the TPB made in 1990 which predicted congestion getting significantly

worse and said that some planners and decision-makers then didn't think the problem would get as bad as it has. He suggested that maybe there will be large macro-economic shifts that change the picture, but that those cannot be predicted as part of the forecasts.

Mr. Kannan questioned two of the core assumptions on which the forecasts in the CLRP analysis are based. The first was the unchanging mode share over time. Mr. Kannan echoed Mr. Zimmerman's concern that recent data have shown increasing transit use in many of the jurisdictions that together account for a vast majority of the region's population. He cited specific figures of increases that have been observed, as well as data that show fewer and fewer young people acquiring driver licenses.

Mr. Kannan also challenged the assumption that the fastest growth will occur in the outer jurisdictions. He said that growth happens where a permitting process has allowed developers to achieve a higher rate of return on development and that planners can either follow that intuition and let that guide their understanding of how the region will develop, or they can take a more nuanced look at the development process to see if that's how it actually should or will play out. He also pointed to earlier errors in local jurisdictions' growth forecasts as a reason to be skeptical of the overall regional numbers and the anticipated growth differences between different jurisdictions.

Mr. Emerine said he thought that one of the key points Mr. Kirby made in his presentation was the one about what the region could do to change the outcomes highlighted in the results of the performance analysis. He said he thought it would be useful to have a more detailed discussion of what interventions are possible and how they might become part of the Regional Transportation Priorities Plan, currently under development. He wondered whether the results of previous work -- like earlier scenario planning by the TPB, especially that which highlighted what could be achieved by shifting land-use -- could be used in the brochure and/or in the Priorities Plan to show people what actions the region might be able to take to alter its transportation future.

Mr. Kirby agreed with Mr. Emerine's inclination to link the CLRP analysis with the Priorities Plan and previous scenario work. He confirmed that earlier scenarios have shown how policy changes, especially land-use changes, can make a meaningful impact on transportation outcomes. He reiterated his point that the CLRP is a starting point from which such decisions about policies to change the region's future can be made.

Mr. Snyder echoed Mr. Emerine's interest in identifying those strategies that can change the outcomes identified in the CLRP analysis. He stressed the need to focus not just on commute trips when trying to increase transit shares, but also to focus on raising the transit share for trips made for other purposes throughout the day. He also suggested looking at other metropolitan areas around the country, and internationally, to see where they have successfully intervened in circumstances similar to those the region currently faces.

Mr. Kirby explained that land-use is the key driver in shifting modes for non-commute trips and that having more mixed-use development can lead to more significant increases in walking,

bicycling, and transit use. He also said that providing more housing for people in the region can reduce the number of people making long commutes to jobs in the region from homes outside the region.

Mr. Snyder said that he didn't think land-use changes were the only interventions, and said that he would be interested in seeing what approaches could be taken with regard to each travel mode to reverse the trends the travel models are predicting.

Mr. Zimbabwe said he was supportive of a retrospective analysis of how past forecasts have borne out. He said he thought it was important to talk about the tension between alleviating congestion and reaching other environmental goals. He said that only looking at morning peak-period congestion doesn't help illustrate opportunities to improve off-peak transit usage and that measuring the wrong things might not help us get to the outcomes we'd like to see.

Mr. Smith said he was discouraged by the forecasts laid out in the performance analysis. He said that the highway congestion measures, in particular, concerned him. He pointed to the worsening congestion during the morning peak-period near Frederick and suggested that perhaps the evening peak-period would be more important to monitor since, in his view, it's more important to be able to get people out of downtown Washington rather than into it. He said that if the region has limited funds and can only address a certain subset of its challenges, it should focus, again, on improving congestion on routes leading out of the regional core rather than those leading into it.

Chair Turner thanked the staff for their hard work in preparing the performance analysis. He said one of the other key assumptions that might not bear out is that all of the projects and programs in the CLRP will actually be able to be paid for. He said he thought the Board has an opportunity to weigh in on available alternatives for funding transportation infrastructure investments in the region in the future. He cited, in particular, his own interest in the subject and that of the Council of Governments Board of Directors in addressing transportation funding challenges.

Chair Turner suggested that TPB staff draft a letter making a general statement on behalf of the TPB to the legislatures of Maryland, Virginia, and the District of Columbia about the importance of taking action soon on finding new ways to fund transportation investment. He said he thought it was especially important to do this before the legislative sessions of Maryland and Virginia start in January.

Mr. Zimmerman recommended that the letter convey the need for additional funding beyond what the CLRP assumes will be available through 2040. He stressed the point that the performance analysis shows that the projects and programs currently planned in the CLRP are not enough to keep up with demand and that the region will need more investment beyond that. He also suggested that the letter make the point that coordinating transportation and land-use throughout the entire region is an essential strategy for improving the performance of the transportation system.

Ms. Krimm expressed her support for sending a statement to the state legislatures, but also

recommended that members of the TPB or its staff provide testimony to the legislatures highlighting the findings of the performance analysis and forecasts of the region's transportation future given current planning and funding trajectories. Ms. Krimm offered to help in preparing for or participating in any outreach to the Maryland legislature.

Finally, Mr. Kirby noted that staff will finalize the summary brochure in the coming weeks and that the findings of the performance analysis should be useful in the ongoing efforts to develop a Priorities Plan.

11. Briefing on the New Transportation Alternatives Program Under MAP-21

Referring to the mailout memo and the presentation that was handed out, Mr. Swanson briefed the Board on the new Transportation Alternatives Program (TAP) that was established last summer by the federal transportation legislation (MAP-21). He said the program provides funding for projects that are considered alternatives to traditional highway construction, and that the program combines three previous programs, the Transportation Enhancements Program, Safe Routes to Schools, and the Recreational Trails Program. He emphasized that a portion of every state's TAP funds are to be suballocated to large MPOs (those with urbanized areas larger than 200,000) for project selection. He outlined a proposal for establishing a program for project selection in the Washington region using the funds suballocated through Maryland, Virginia, and the District of Columbia.

Mr. Wojahn thanked Mr. Swanson for the presentation. He said this program offers the opportunity for the TPB to show how the region can address some of the challenges identified in Mr. Kirby's presentation on the CLRP, including providing more transportation choices and ensuring access for disadvantaged populations. As the chair of the Access for All Advisory Committee, he said he wanted to highlight the committee's comments supporting the establishment of this program.

Ms. Koster said the board should support the proposal. She said it is important to take the opportunity to think about how the members of the TPB can act in a coordinated, efficient, regional way. She also spoke in support of Mr. Wojahn's comments regarding the opportunity to support projects that benefit disadvantaged communities.

Mr. Zimbabwe echoed the comments of Mr. Wojahn and Ms. Koster. He said there are some points that would be helpful for Mr. Swanson to include in his progress report in December. He suggested staff should identify how this program can be tied as closely as possible to some of these other programs that are already established at the TPB, especially the TLC Program. He emphasized that the TAP funds should be used for capital, not planning, projects. He also said it would be important to clarify which agencies are eligible to apply for funding through the program.

Mr. Kannan said the business and real estate community is very interested in regional leadership and action, and programs like the one proposed could help to address those interests.

Mr. Zimmerman said that unlike the previous speakers, he did not particularly see the proposal as an opportunity but rather saw that it simply established a situation in which the region's jurisdictions would be encouraged to fight over a decreased pot of federal funding.

Chairman Turner asked if eligibility had changed under the new program.

Mr. Swanson said there was some tightening of the eligibility from the previous programs, but much of it remains the same.

Ms. Erickson thanked Mr. Swanson for working closely with MDOT staff. She said she agreed with most of the previous comments. She said that MDOT's main concern at this point was that the TPB selection process should ensure that projects are eligible and ready for construction. She said that Mr. Swanson's presentation had indicated that these concerns would be addressed.

Mr. Swanson said Mr. Zimmerman's concerns had some validity, but he did note that TPB members put a lot of time into their work at COG and the TPB, and this proposal presents a chance to at least symbolically establish a program that could help to tie together a lot of the work that has been done in the past.

12. Briefing on the New Section 5310 Enhanced Mobility Program under MAP-21

Referring to the mailout memo, Ms. Klancher gave an abbreviated version of the new program called Enhanced Mobility Section 5310 program under the FTA sections of MAP-21. She said there are some changes that will occur regarding the TPB role. She said the TPB has been the designated recipient for Job Access/Reverse Commute (JARC) and New Freedom programs under SAFETEA-LU. She said that JARC has been eliminated and New Freedom has been combined with the old Section 5310 program. She said that our region needs to determine which entity will be the designated recipient for that new program, which can fund projects that help older adults and people with disabilities have better transportation. She said the TPB staff proposal calls for a joint designated recipient that would include the lead state agencies in the District, Maryland and Virginia and the TPB. She said that staff is in discussions with the other agencies on this proposal. She said she would be happy to return to the TPB for a briefing in December.

Mr. Kannan noted that the TPB has previous experience, which was important for the Board to consider. He noted that significant efficiency impacts can be gained with effective coordination.

13. Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

This item was deferred due to lack of time.

14. Other Business

There was no other business.

15. Adjournment

The meeting was adjourned at 2:05 pm.

TPB Technical Committee Meeting Highlights

December 7, 2012

The Technical Committee met on December 7 at COG. Five items were reviewed for inclusion on the TPB agenda on December 19.

- TPB agenda Item 8

On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. The Committee was updated on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was released for public comment on November 15. The TPB will be asked to approve the air quality conformity assessment at its December 19 meeting.

- TPB agenda Item 10

At its November 28 meeting, the TPB was briefed on the performance of the 2012 CLRP. One of the most significant regional challenges highlighted by the 2012 CLRP is the need for additional funding for both transit and roadways to address maintenance and rehabilitation requirements and capacity improvements needed to accommodate a growing region. The Committee was briefed on the performance analysis and challenges of the 2012 CLRP and an initial draft letter to the legislatures of the District of Columbia, Maryland and Virginia which expresses TPB support for increases in transportation funding.

- TPB agenda Item 11

On October 10, 2012, FTA issued interim guidance on MAP-21 which states that the MPO should initiate discussions on the designated recipient for the new Section 5310 program. In November, the Board was briefed on how the new program changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled, and on potential designated recipient(s) for this program in the Washington DC-VA-MD Urbanized Area. The Committee was updated on TPB staff discussions with the DOTs and WMATA about the implementation of the program in the Washington Region.

- TPB agenda Item 12

At the May 16, 2012 meeting, the TPB approved the Complete Streets Policy for the National Capital Region to encourage TPB member jurisdictions and agencies that do not have a policy, or who are revising an existing policy, to adopt a policy that includes common elements that the TPB believes represent current best practices. The Committee was briefed on the results of a survey on the status of Complete Streets policies in the region.

- TPB agenda Item14

MAP- 21 established the Transportation Alternatives Program to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. In November, the Board was briefed on the new program and the potential role of the TPB in the selection of projects under the program. The Committee was updated on TPB staff discussions with the DOTs about the implementation of the program in the Washington Region.

Four items were presented for information and discussion:

- The Maryland Department of Transportation (MDOT) Office of Freight and Multimodalism (OFM) is in the process of developing the Statewide Interim Rail Plan that will be compliant with the Passenger Rail Improvement and Investment Act (PRIIA). The Committee was briefed on PRIIA requirements and rail project needs and policies in the plan as identified by the state’s public and private rail entities.
- Staff briefed the Committee on steps underway to update the Transportation Emissions Reduction Measures (TERMs) tracking sheet to ensure that TERMS are available for use in air quality conformity determinations should the need for additional reduction measures arise.
- A web-based clearinghouse is under development on the region’s transportation planning activities. Drawing from the TPB Citizens Guide, this clearinghouse will provide explanations of how transportation decisions are made at the local, state and regional levels, and will provide information and links regarding various planning activities that affect the decisions that are ultimately reflected in the CLRP. Staff briefed the Committee on the site’s organization and features and solicited member review and comments.
- The transportation improvement program (TIP) is a complex technical document that provides a multi-modal listing of numerous projects, studies and programs throughout the region for which the obligation of federal funds has been programmed. Staff briefed the Committee on an initial version of a more “user-friendly” guide and summary of the FY 2013-2018 TIP.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - December 7, 2012**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
 Anthony Foster

DCOP -----

MARYLAND

Charles County Jason Groth
Frederick Co. Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. Faramarz Mokhtari
MDOT Lyn Erickson
 Roy Gothie
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Calvin Lam
Falls Church -----
Loudoun Co. Robert Brown
Manassas -----
Prince William Co. Rick Canizales
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Randy Hodgson
VDRPT Tim Roseboon
NVPDC -----
VDOA -----

WMATA

WMATA Danielk Wesolek

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----

COG Staff

Ron Kirby, DTP
Gerald Miller, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Dan Sonenklar, DTP
Mark Pfoutz, DTP
Robert Griffiths, DTP
Ron Milone, DTP
Jane Posey, DTP
Andrew Meese, DTP
John Swanson, DTP
Wendy Klancher, DTP
Eric Randall, DTP
Jinchul Park, DTP
Michael Farrell, DTP
Jonathan Rogers, DTP
Karin Foster, DTP
Ben Hampton, DTP
Feng Xie, DTP
Dusan Vuksan, DTP
Yu Gao, DTP
Sunil Kumar, DEP
Paul DesJardin, DCPS

Other Attendees

Nicole Katsikides, MDOT
Jack VanDop, FHWA
Randy Carroll, MDE
Bill Orleans, HACK

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

December 13, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on December 7, 2012, the TPB Steering Committee approved the following resolutions:

- SR9-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to update project information for FY 2013 in order to match the approved Washington Metropolitan Area Transit Authority FY 2013 Capital Budget
- SR10-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for twenty-five projects in the District of Columbia, suburban Maryland and Northern Virginia, as requested by the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFLHD)
- SR11-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the construction of an auxiliary lane on I-395 from Duke Street to the Sanger Avenue Bridge, as requested by the Virginia Department of Transportation (VDOT)

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.”

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO UPDATE PROJECT INFORMATION FOR FY 2013 IN ORDER TO MATCH
THE APPROVED WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY FY 2013 CAPITAL BUDGET**

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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of December 7, 2012 WMATA has requested an amendment to the FY 2013-2018 TIP to update funding information and amounts in FY 2013 to match WMATA's approved FY 2013 Capital Budget, as described in the attached materials; and

WHEREAS, the proposed changes are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP update funding information and amounts in FY 2013 to match WMATA's approved FY 2013 Capital Budget, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on December 7, 2012.



December 7, 2012

The Honorable Todd Turner
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

RE: Approval of an Amendment to the FY 2013-2018 TIP to Update Project Information for FY 2013 in order to match the FY 2013 Capital Budget of the Washington Metropolitan Area Transit Authority (WMATA).

Dear Chairman Turner:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. The purpose of this amendment is to modify project budgets and sources of funds in the TIP for FY 2013 in order to match those in WMATA's FY 2013 grant applications submitted to the Federal Transit Administration (FTA).

Attachment A is a summary of the proposed FY 2013 project budgets and funding-source information for this TIP amendment. These funding sources include only new federal and local funds, and exclude funding that will be carried forward from prior years. Attachment B shows the FY 2013 project budgets that were amended most recently in 2012 as part of the currently adopted TIP as well as the proposed changes to each budget. The TIP's overall FY 2013 capital program for WMATA would be decreased from \$775.3 million to \$763.8 million, reflecting the availability of federal, state and local funds, including the federal funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the funding to match the federal funds. These TIP projects do not affect the currently approved air-quality-conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

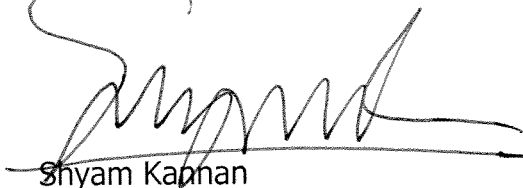
*A District of Columbia
Maryland and Virginia
Transit Partnership*

WMATA's submission for this FY 2013-2018 TIP amendment is structured into nine major categories, with 13 individual capital programs, as shown in Attachment A. The FY 2013-2018 capital projects and funding levels shown are consistent with the FY 2013-2018 CIP that was approved by the WMATA Board. Prior to approval of the CIP, WMATA held public hearings on its proposed operating and capital budgets, including the proposed sources and uses of its capital funds.

In addition to the requirement of consistency with an approved TIP, the FTA requires that agency grant applications match the corresponding State Transportation Improvement Program (STIP) for that agency. WMATA's TIP is considered part of DC's STIP. If approved by the TPB, WMATA will request that this amendment be reflected in DC's STIP as soon as possible, to enable the FTA review that is anticipated to require 60 days.

WMATA requests that the TPB Steering Committee approve this amendment at its December 7, 2012 meeting.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kapnan', written over a horizontal line.

Shyam Kapnan
Managing Director
Office of Planning

Attachments

Attachment A

Proposed Amendment to the FY 2013-2018 Transportation Improvement Program - Funding Sources FY 2013

December, 2012

Attachment A

(in YOE \$ Millions)

Category	Project	FY 2013	Federal 5307 Grants	Federal 5309 Grants	Federal PRIIA Grants	CMAQ, Bus Facility, Bus Safety, Safety/Security	Local Funding
Vehicles/Vehicle Parts	Rail Cars - Replacement, Rehabilitation, & Enhancements	\$45.7	\$0.0	\$6.8	\$18.5	\$0.0	\$20.4
	Buses - Replacement, Rehabilitation, & Enhancements	\$144.2	\$90.9	\$0.0	\$12.6	\$4.3	\$36.3
	Access & Service Vehicles	\$15.7	\$12.1	\$0.0	\$0.0	\$0.0	\$3.7
Rail System Infrastructure Rehabilitation	Rail Line Segment Rehabilitation	\$147.1	\$9.2	\$58.6	\$31.0	\$0.0	\$48.4
Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$37.8	\$7.3	\$0.0	\$0.0	\$0.0	\$30.5
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$61.4	\$0.0	\$0.0	\$29.2	\$0.0	\$32.2
	Bus and Rail Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$12.6	\$1.1	\$0.0	\$0.0	\$5.2	\$6.3
Systems and Technology	Systems and Technology	\$83.4	\$14.3	\$8.2	\$0.0	\$1.5	\$59.4
Track & Structures	Track and Structures	\$57.0	\$0.0	\$0.0	\$26.1	\$0.0	\$30.9
Passenger Facilities	Passenger Facilities	\$95.9	\$28.9	\$23.2	\$11.0	\$2.5	\$30.3
Maintenance Equipment	Maintenance Equipment	\$54.0	\$1.6	\$0.4	\$21.6	\$0.0	\$30.5
Other Facilities	Other Facilities	\$6.4	\$4.4	\$0.2	\$0.0	\$0.0	\$1.9
Project Management and Support	Credit Facility	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$2.5
Total Capital Improvement Program:		\$763.8	\$169.8	\$97.3	\$150.0	\$13.5	\$333.1

* Note: Figures do not include funding from previous years.

Washington Metropolitan Area Transit Authority
Proposed Amendment to the FY 2013-2018 Transportation Improvement Program - Changes in FY 2013 Funding
December, 2012
Attachment B
(in YOE \$ Millions)

Category	Project	Approved FY 2013 TIP Budget as Amended May 2012	Proposed FY 2013 TIP Budget November 2012	Change
Vehicles/Vehicle Parts	Rail Cars - Replacement, Rehabilitation, & Enhancements	\$47.2	\$45.7	(\$1.5)
	Buses - Replacement, Rehabilitation, & Enhancements	\$144.5	\$144.2	(\$0.32)
	Access & Service Vehicles	\$16.6	\$15.7	(\$0.9)
Rail System Infrastructure Rehabilitation	Rail Line Segment Rehabilitation	\$147.1	\$147.1	(\$0.00)
Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$38.2	\$37.8	(\$0.4)
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$61.4	\$61.4	(\$0.00)
	Bus and Rail Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$15.0	\$12.6	(\$2.5)
Systems and Technology	Systems and Technology	\$84.4	\$83.4	(\$0.97)
Track & Structures	Track and Structures	\$57.0	\$57.0	(\$0.0)
Passenger Facilities	Passenger Facilities	\$100.2	\$95.9	(\$4.32)
Maintenance Equipment	Maintenance Equipment	\$53.0	\$54.0	\$1
Other Facilities	Other Facilities	\$8.0	\$6.4	(\$1.57)
Project Management and Support	Credit Facility	\$2.5	\$2.5	\$0
Total Capital Improvement Program:		\$775.3	\$763.8	(\$11.47)

* Note: Figures do not include funding from previous years.\

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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**Transit
Maintenance Equipment**

TIP ID: **5861** Agency ID: Title: **Maintenance Equipment**

Facility:	Local	0/0/100	4,906 e	8,419 e	4,009 e	712 e	300 e	171 e	158 e	13,769
From:	PRIIA	50/0/50	164,935 e	43,123 e	61,763 e	51,226 e	34,808 e	11,545 e	15,043 e	217,508
To:	Section 5307	80/0/20	2,732 e	2,016 e		3,345 e	3,841 e	3,549 e	3,665 e	16,416
	Section 5309	80/0/20	3,374 e	490 e			14,223 e	13,000 e	10,220 e	37,933
									Total Funds:	285,626

Description: Provides funds for
 a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
 b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
 c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

Maintenance Facilities

TIP ID: **5857** Agency ID: Title: **Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement**

Facility:	Local	0/0/100	52,854 e	28,681 e	17,443 e	3,086 e	5,820 e			55,030
From:	PRIIA	50/0/50	18,879 e							
To:	Section 5307	80/0/20	91,511 e	9,112 e	46,903 e	20,923 e	3,526 e			80,464
									Total Funds:	135,494

Description: Provides funds for
 a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities.
 b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
 c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

TIP ID: **5866** Agency ID: Title: **Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement**

Facility:	Local	0/0/100		3,000 e						3,000
From:	PRIIA	50/0/50	20,653 e	58,426 e	77,412 e	52,401 e	26,979 e	7,634 e		222,852
To:										
									Total Funds:	225,852

Description: Provides funds for
 a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
 b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
TIP ID: 5867	Agency ID:	Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support										
Facility:		FSG	100/0/0		5,200 e							5,200
From:		Local	0/0/100	10,086 e	5,972 e	12,804 e	7,235 e	7,629 e	9,459 e	10,456 e		53,555
To:		Section 5307	80/0/20		1,395 e							1,395
		Section 5309	80/0/20	1,999 e		3,000 e	2,014 e					5,014
											Total Funds:	65,164

Description: a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
 b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning, and project administration.

Other Facilities

TIP ID: 5862	Agency ID:	Title: Other Support Facilities										
Facility:		Local	0/0/100	5,445 e	704 e	2,427 e	1,283 e	5,548 e	2,056 e	4,651 e		16,669
From:		PRIIA	50/0/50	4,651 e								
To:		Section 5307	80/0/20	625 e	5,543 e							5,543
		Section 5309	80/0/20	2,916 e	194 e							194
											Total Funds:	22,406

Description: Provides funds for
 a. Business Support Facilities: facilities that support business operations functions.
 b. MTPD Support Facilities: upgrade, rehabilitation, and/or Metro Transit Police Department facilities and other such facilities.

Passenger Facilities

TIP ID: 5860	Agency ID:	Title: Passenger Facilities										
Facility:												
From:												
To:												

Description: Provides funds for
 a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
 b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
 c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
 d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
 e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
 f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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Project Management and Support

TIP ID: 5863	Agency ID:	Title: Credit Facility								
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Facility:	Local	0/0/100	10,290 e	2,500 e	3,000 e	3,000 e	3,000 e	3,000 e	2,951 e	17,451
From:										
To:										
									Total Funds:	17,451

Description: Provides funds to maintain a line of credit to meet cash flow needs.

Rail System Infrastructure Rehabilitation

TIP ID: 5856	Agency ID:	Title: Rail Line Segment Rehabilitation								
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Facility:	Local	0/0/100	12,211 e	440 e	7,672 e					8,112
From:	PRIIA	50/0/50	55,231 e	61,988 e	37,502 e	2,007 e	16,652 e			118,149
To:	Section 5307	80/0/20		11,482 e				34,508 e		45,990
	Section 5309	80/0/20	85,968 e	73,194 e	54,332 e	94,513 e	92,092 e	92,527 e	79,762 e	486,420
									Total Funds:	658,671

Description: Provides funds for rehabilitation of segments of Metrorail system.

Systems and Technology

TIP ID: 5858	Agency ID:	Title: Systems and Technology								
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Facility:	Local	0/0/100	37,880 e	53,444 e	52,304 e	88,827 e	74,555 e	54,934 e	41,374 e	365,438
From:	Section 5307	80/0/20	5,250 e	17,834 e				11,128 e	18,098 e	47,060
To:	Section 5309	80/0/20	70,468 e	10,257 e	37,308 e			403 e		47,968
	Section 5309-SGR	80/0/20		1,875 e	1,283 e					3,158
									Total Funds:	463,624

Description: Provides funds for
a. Rail Power Systems: upgrade of rail system's power supply.
b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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Track & Structures

TIP ID: 5859	Agency ID:	Title: Track and Structures								
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Facility:	Local	0/0/100	1,198 e	4,743 e	47 e					4,790
From:	PRIIA	50/0/50	117,210 e	52,254 e	46,023 e	52,653 e	64,427 e	61,540 e	67,000 e	343,897
To:	Section 5309	80/0/20	1,997 e							

Total Funds: 348,687

Description: Provides funds for
a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure.
b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.

Vehicles/ Vehicle Parts

TIP ID: 5853	Agency ID:	Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements								
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Facility:	Local	0/0/100	11,076 e	181 e		222 e	2,477 e	21,186 e	27,753 e	51,819
From:	PRIIA	50/0/50	171,513 e	37,009 e	36,497 e	103,205 e	129,167 e	184,072 e	191,125 e	681,075
To:	Section 5307	80/0/20	15,241 e				20,242 e			20,242
	Section 5309	80/0/20	12,238 e	8,481 e	20,954 e	20,847 e	20,847 e	23,993 e	46,126 e	141,248

Total Funds: 894,384

Description: Provides funds for
a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.

TIP ID: 5854	Agency ID:	Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements								
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Facility:	CMAQ	80/0/20		5,278 e	1,613 e	4,800 e	4,800 e	4,800 e		21,291
From:	Local	0/0/100	25,124 e	500 e	18,254 e	512 e		4,166 e	8,686 e	32,118
To:	PRIIA	50/0/50	14,671 e	25,252 e	12,847 e	2,707 e	588 e			41,394
	Section 5307	80/0/20	204,498 e	113,665 e	84,918 e	136,036 e	139,811 e	122,995 e	141,812 e	739,237

Total Funds: 834,040

Description: Provides funds for
a. Replacement of Buses: replacement of the bus fleet.
b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY17	FY 18	Source Total
TIP ID: 5855												
Agency ID:			Title: MetroAccess and Service Vehicles									
Facility:	Local	0/0/100	930 e	659 e								659
From:	Section 5307	80/0/20	39,827 e	15,070 e	12,483 e	19,108 e	13,695 e	20,856 e	21,734 e	102,946		
To:	Section 5309	80/0/20	11,545 e									
											Total Funds: 103,605	

Description: Provides funds for
a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR TWENTY-FIVE PROJECTS IN
THE DISTRICT OF COLUMBIA, SUBURBAN MARYLAND AND NORTHERN
VIRGINIA, AS REQUESTED BY THE EASTERN FEDERAL LANDS HIGHWAY
DIVISION OF THE FEDERAL HIGHWAY ADMINISTRATION (EFLHD)**

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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of October 9, 2012, EFLHD has requested an amendment to the FY 2013-2018 TIP to include \$205.25 million in Federal Lands Transportation Program funds, \$12.75 million in Park Roads and Parkways funding, and \$1.5 million in Surface Transportation, Reimbursement, and Emergency Repairs for Federally Owned Roads funding for 8 projects in the District of Columbia, 5 projects in suburban Maryland, and 12 projects in Northern Virginia, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include \$205.25 million in Federal Lands Transportation Program funds, \$12.75 million in Park Roads and Parkways funding, and \$1.5 million in Surface Transportation, Reimbursement, and Emergency Repairs for Federally Owned Roads funding for 8 projects in the District of Columbia, 5 projects in suburban Maryland, and 12 projects in Northern Virginia, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on December 7, 2012.



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

Memorandum

Subject: Fiscal Year 2013-2016 Transportation Improvement
Program

Date: **OCT - 9 2012**

From: Karen A. Schmidt 
Director, Program Administration

In Reply Refer To: HFPP-15

To: Christopher Lawson
Division Administrator
HDA-DC

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2013-2016 Transportation Improvement Program (TIP) for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<http://www.efl.fhwa.dot.gov>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov. Thank you for your assistance.

Attachment

cc:

Ms. Sandra Jackson, Community Planner, FHWA, HDA-DC, Washington, DC



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - DISTRICT OF COLUMBIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
DC CHOH 25T(2)	2013	DC	DISTRICT OF COLUMBIA	National Park Service, Chesapeake and Ohio Canal Historic Park	Repair of damaged floor beam, Arizona Avenue Bridge, Panel Point L2, for Structure No. 3100-025S due to vehicular collision	Repair/Reconstruction/Resurface	REIMB	\$500,001 to \$750,000	Title 23	EFLHD	In Design	No LRTP	N/A	New project, added 06/11/2012	-	NPS-NCR
GWMP 11(4)	2016	DC	DISTRICT OF COLUMBIA	National Park Service, George Washington Memorial Parkway	Rehabilitate of Bascule Span on Arlington Memorial Bridge	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$100 to 200 million	Title 23	EFLHD	Planned	No LRTP	YES	Award year changed from 2013 to 2016. Identified as regionally significant.	-	NPS-NCR
GWMP 1A98	2015	DC	DISTRICT OF COLUMBIA	National Park Service, George Washington Memorial Parkway	Construct bridge to Columbia Island Marina (B)	New Construction	Federal Lands Transportation Program	\$10 to 20 million	Title 23	EFLHD	In Design	No LRTP	YES	Funds from title identified and Reg Significant changed	-	NPS-NCR
JOFK 1(1)	2013	DC	DISTRICT OF COLUMBIA	National Park Service, Kennedy Center	Kennedy Center Pedestrian Improvements	Bicycle & Pedestrian Improvements	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	In Design	No LRTP	N/A	Award year changed from 2012 to 2013.	-	NPS-NCR
NAMA 17(1)	2014	DC	DISTRICT OF COLUMBIA	National Park Service, National Mall and Memorial Parks	Repair/rehab Watergate Bridge, Storage area bridge, mill and overlay of approach areas known as Parkway Drive. PRMS# 193052	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	Planned	No LRTP	N/A	New project, added 05/04/2012. Award year changed from 2013 to 2014.	-	NPS-NCR
NAMA 502(5)	2014	DC	DISTRICT OF COLUMBIA	National Park Service, National Mall and Memorial Parks	Rehabilitation of Kutz Bridge	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$1.5 to 3 million	Title 23	EFLHD	In Design	No LRTP	N/A	Award year changed from 2013 to 2014.	-	NPS-NCR
NAMA 504(3), 505 (4)	2013	DC	DISTRICT OF COLUMBIA	National Park Service, National Mall and Memorial Parks	Mill and Overlay of Maine Avenue	Repair/Reconstruction/Resurface	Park Roads and Parkways	\$500,001 to \$750,000	Title 23	EFLHD	In Design	No LRTP	N/A	New project, added 02/28/2012. Award year changed from 2012 to 2013.	-	NPS-NCR
ROCR 10(5)	2013	DC	DISTRICT OF COLUMBIA	National Park Service, Rock Creek Park	Rehabilitate Beach Drive and safety improvements on Rock Creek Parkway	Safety/Site & Operational Enhancements	Federal Lands Transportation Program	\$10 to 20 million	Title 23	EFLHD	In Design	No LRTP	N/A	No Change	-	NPS-NCR



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - MARYLAND

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH L RTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
ASIS	2013	MD	WORCESTER	National Park Service, Assateague Island National Seashore	Pavement Management Projects	Preventive Maintenance	Federal Lands Transportation Program	\$250,001 to \$500,000	Title 23	NPS	Construct	L RTP in progress	N/A	No Change	01	NPS-NER
BAWA 1(1), BAWA 2(1)	2013	MD	ANNE ARUNDEL/ BALTIMORE/ PRINCE GEORGE	National Park Service, Baltimore Washington Parkway	Repave the Baltimore Washington Parkway from Route 50 to Route 175	Repair/Reconstruction/ Resurface	Park Roads and Parkways	\$3 to 10 million	Title 23	EFLHD	Construct	L RTP in progress	N/A	Award year changed from 2012 to 2013.	04	NPS-NER
BAWA 1A26, E20	2014	MD	PRINCE GEORGE	National Park Service, Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$500,001 to \$750,000	Title 23	EFLHD	Planned	L RTP in progress	N/A	Award year changed from 2013 to 2014.	05	NPS-NER
CATO 900(1)	2014	MD	FREDERICK	National Park Service, Catoctin Mountain National Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	Bridge Replacement	Federal Lands Transportation Program	\$500,001 to \$750,000	Title 23	EFLHD	Planned	No L RTP	N/A	New project, added 08/21/2012	06	NPS-MCR
CHOH 10(1)	2013	MD	MONTGOMERY	National Park Service, Chesapeake and Ohio Canal National Historical Park	Safety Improvements to Great Falls Entrance Road	Safety/ Site & Operational Enhancements	Federal Lands Transportation Program	\$100,001 to \$250,000	Title 23	EFLHD	Planned	No L RTP	N/A	New project, added 09/27/2012	08	NPS-MCR
FORT MEADE ROCKENBACH ACCESS	2013	MD	ANNE ARUNDEL	Department of Defense, Ft. Meade Army Base	Reconstruction of Access Control Point	Repair/Reconstruction/ Resurface	Federal Aid Highway Program (Toll revenue credits)	\$3 to 10 million	Title 23	EFLHD	In Design	No L RTP	N/A	Primary Fund Source Identified	02	Other
GREE 11(1)	2014	MD	PRINCE GEORGES	National Park Service, Greenbelt Park	Main entrance road & park central road bridge replacement and resurfacing of routes 10, 11, 200 & 201	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	In Design	No L RTP	N/A	No Change	05	NPS-MCR



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - VIRGINIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
BLRI 1D6	2013	VA	AUGUSTA/ NELSON	National Park Service, Blue Ridge Parkway	Rehabilitate Section 1D MP 15 to MP 27	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	In Design	L RTP in progress	N/A	No Change	05	NPS-NER
BLRI 1W8 2A15	2016	VA	GRAYSON	National Park Service, Blue Ridge Parkway	Resurface	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	Planned	L RTP in progress	N/A	No Change	09	NPS-NER
CHN 10(1)	2015	VA	ACCOMACK	U.S. Fish and Wildlife Service, Chincoteague National Wildlife Refuge	Rehabilitate Beach Access Road (Route 10)	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$250,001 to \$500,000	Title 23	EFLHD	Planned	No LRTP	N/A	Award year changed from 2014 to 2015.	02	FWS-R5
EN06 029 121	2013	VA	FAIRFAX	State of Virginia, Mason Neck-Meadowood Recreation Area	Construction of Mason Neck Wayside Information Kiosk Parking Area	New Construction	Surface Transportation Program	\$250,001 to \$500,000	Title 23	State	Planned	No LRTP	N/A	New project, added 9/20, 2012	08	Other
ESV 11(1)	2013	VA	NORTH HAMPTON	U.S. Fish and Wildlife Service, Eastern Shore of Virginia Wildlife Refuge	Rehabilitate Hallett Circle (Route 11)	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$500,001 to \$750,000	Title 23	EFLHD	In Design	No LRTP	N/A	Award year changed from 2014 to 2013.	02	FWS-R5
FRSP	2013	VA	STAFFORD/ SPOTSWAN/ ORANGE	National Park Service, Fredericksburg & Spotsylvania National Military Park	Pavement Management Projects	Preventive Maintenance	Federal Lands Transportation Program	\$3 to 10 million	Title 23	NPS	Construct	L RTP in progress	N/A	No Change	01	NPS-NER
FW-GRDI 105(1)	2016	VA	CHESAPEAKE	U.S. Fish and Wildlife Service, Great Dismal Swamp National Wildlife Refuge	Rehabilitate Portsmouth Ditch Road.	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$250,001 to \$500,000	Title 23	EFLHD	Planned	L RTP in progress	N/A	New project, added 07/16/2012.	04	FWS-R5
GWMP	2015	VA	FAIRFAX	National Park Service	Realignment of Mt. Vernon Trail at Dangerfield Island North	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$500,001 to \$750,000	Title 23	EFLHD	Planned	No LRTP	N/A	New project, added 9/6/2012	11	NPS-NCR
GWMP 100, 103, 104	2013	VA	ARLINGTON	National Park Service, George Washington Memorial Parkway	Resurface Northdown Road (104), East Blvd Dr (103) & West Blvd Drive (100)	Repair/Reconstruction/ Resurface	Park Roads and Pathways	\$1 to 1.5 million	Title 23	EFLHD	In Design	No LRTP	N/A	Award year changed from 2012 to 2013.	08	NPS-NCR
GWMP 1A89	2015	VA	ARLINGTON	National Park Service, George Washington Memorial Parkway	Reconstruction of North and Southbound GWMP from Spout Run to Pimmit Run	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	In Design	No LRTP	YES	Total Program Amount changed	08	NPS-NCR
GWMP 1A93	2015	VA	FAIRFAX	National Park Service, George Washington Memorial Parkway	Rehabilitate and reconstruct VA Route 123 Interchange.	Replacement/Realignment	Federal Lands Transportation Program	\$3 to 10 million	Title 23	EFLHD	Planned	No LRTP	N/A	No Change	10	NPS-NCR
GWMP 500(1)	2013	VA	ARLINGTON	National Park Service, George Washington Memorial Parkway	Repair/Rehabilitate SB ramp from National Airport (#027P) and Bridge (#028P) on Route 33	Repair/Reconstruction/ Resurface	Federal Lands Transportation Program	\$750,001 to \$1 million	Title 23	EFLHD	Construct	No LRTP	N/A	No Change	08	NPS-NCR



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - VIRGINIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
GWMP BMS MD(1), VA(1)	2013	VA	VARIOUS	National Park Service, George Washington Memorial Parkway	Repair expansion joints and/or compression seals at structures. Repair expansion joints and/or compression seals at the South bound and North bound lanes on the North GWMP bridges and the cabin John Bridge in the CBP. Remove the joint armor that are loose. These armored compression seals should be replaced by new designed non-armored expansion joint material after removal where appropriate. This project covers the following Bridges: WO# 7841234-Donaldson Run Bridge (3300-008P) WO# 7866962 - Windy Run (3300-009P) WO# 7866970 - Pimmit Run (3300-006P) WO# 7866982 - Dead Run (3300-001P) WO# 7866978 - Turkey Run (3300-002P) WO# 7866988 - Spout Run Arch bridge (3300-010) WO# 9350813 - Cabin John bridge (3300-33P)	Repair/Reconstruction/Resurface	Park Roads and Parkways	\$250,001 to \$500,000	Title 23	EFLHD	In Design	No LRTP	N/A	New project, added 03/20/2012. Award year changed from 2012 to 2013.	10	NPS-NCR
GWMP FORT HUNT ENTRANCE ROAD	2016	VA	ARLINGTON	National Park Service, George Washington Memorial Parkway	Milling and overlay of asphalt surfaced road providing access to Fort Hunt Park	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$100,001 to \$250,000	Title 23	EFLHD	Planned	No LRTP	N/A	Award year changed from 2017 to 2016.	11	NPS-NCR
GWMP MVT (1)	2013	VA	FAIRFAX	National Park Service, George Washington Memorial Parkway	Repairs to 5 Pedestrian bridges on Mt. Vernon Trail	Repair/Reconstruction/Resurface	Park Roads and Parkways	\$500,001 to \$750,000	Title 23	EFLHD	Construct	No LRTP	N/A	New project, added 9/6/2012	10	NPS-NCR
GWMP North Design	2015	VA	FAIRFAX	National Park Service, George Washington Memorial Parkway	A/E Design of GWMP rehab from Spout Run to I-495	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$1.5 to 3 million	Title 23	EFLHD	Planned	No LRTP	N/A	Project name changed to reflect it is only one, it was never split out. Award year (added)	10	NPS-NCR
MANA 11(1), 12(1), 14(1)	2013	VA	PRINCE WILLIAM	National Park Service, Manassas National Battlefield Park	Resurface asphalt roads - Chinn and New York Ave	Repair/Reconstruction/Resurface	Federal Lands Transportation Program	\$500,001 to \$750,000	Title 23	EFLHD	In Design	No LRTP	N/A	No Change	10	NPS-NCR
MANASSAS BATTLEFIELD BYPASS	2014	VA	PRINCE WILLIAM	National Park Service, Manassas National Battlefield Park	Construction of 5 mile of 4-lane divided US 29 to bypass around Manassas National Battlefield to the proposed Tri-County Parkway.	New Construction	Federal Lands Transportation Program	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	YES	New project, added on 9/25/2012.	10	NPS-NCR
NASA 1(3)	2013	VA	ACCOMACK	Department of Defense, NASA	Cat Creek Bridge to Wallops Island. Completion of design, construction and other engineering services related to Wallops Island Bridge.	Repair/Reconstruction/Resurface	Defense Access Roads (DOD)	\$500,001 to \$750,000	Other	EFLHD	In Design	No LRTP	N/A	Fund source identified and Phase status added	02	Other
RT 1 WIDEN NEPA FCDOT	2013	VA	FAIRFAX	County, Fairfax	NEPA document preparation in conjunction with widening Route 1 from south boundary of Ft Belvoir north to Mount Vernon Memorial Highway.	Replacement/Realignment	Fairfax Local Funds	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	N/A	Phase status added	11	Other
SHEN	2013	VA	GREENE/BLAKE/ROBERTSON/RAPPAHANNOCK/WARREN	National Park Service, Shenandoah National Park	Pavement Management Projects	Preventive Maintenance	Federal Lands Transportation Program	\$3 to 10 million	Title 23	NPS	Construct	LRTP in progress	N/A	No Change	07	NPS-NCR
TFHRC 50(3)	2013	VA	FAIRFAX	Department of Transportation, Turner-Fairbank Research Center	Reconstructing Research Pavement at Turner-Fairbank Research Center	Repair/Reconstruction/Resurface	Department of Transportation	N/A	Title 23	EFLHD	Planned	No LRTP	N/A	New project, added 06/25/2012	10	Other



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - VIRGINIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
VA A AD 637(1)	2013	VA	STAFFORD	Department of Defense, Quantico Marine Corps Base	Construction of new turn lanes and other improvements at the Rt 1/Telegraph Road intersection.	New Construction	Defense Access Roads (DOD)	\$1.5 to 3 million	Other	EFLHD	Planned	No LRTP	N/A	New project, added 3/16/2012	01	Other
VA COLO 2011-1(1)	2013	VA	WILLIAMSBURG	National Park Service, Colonial National Historical Park	Road repairs. ERFO Disaster VA2011-1-NPS COLO	Repair/Reconstruction/Resurface	Emergency Repair for Federally Owned Roads	\$100,001 to \$250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	01	NPS-NER
VA FH 0601(101, 102, 103)	2013	VA	BOTETOURT	U.S. Forest Service	FH 601, Botetourt Co. - Bridge replacement on 1.25 mi South SR 618 in Salem District in Jefferson NF (CN)	Bridge Replacement	Public Lands Highway - Forest Highway	\$1 to 1.5 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/18/2012	06	FS-R8
VA FH-306(101)	2013	VA	WARREN	U.S. Forest Service	FH 306, Warren County - SR 613- PE for bridge replacement over Shenandoah River, Bridge #'s 6011 & 6012.	Bridge Replacement	Public Lands Highway - Forest Highway	\$3 to 10 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/20/2012	10	FS-R8
VA GRFA 2011-1(1)	2013	VA	FAIRFAX	National Park Service, Great Falls National Park	Road repairs. ERFO Disaster VA 2011-1-NPS Great Falls NPS	Repair/Reconstruction/Resurface	Emergency Repair for Federally Owned Roads	\$100,001 to \$250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	10	NPS-NER
VA I-564 INTERMODAL CONNECTOR	2013	VA	CITY OF NORFOLK	Department of Defense, Naval Station Norfolk	Construction of a new urban interstate from the International Terminal Boulevard near I-64 to Hampton Boulevard at the Entrance to the Norfolk Naval Air Station.	New Construction	Defense Access Roads (DOD)	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	YES	New project, added on 9/25/2012.	08	Other
VA OEA US1(1)	2013	VA	FAIRFAX	VDOT, Fairfax County, DOD	Improvements to US Route 1 from the south boundary of Ft. Belvoir north to Mount Vernon Highway; 3.4 miles of roadway widening including turn lanes & other intersection improvements.	New Construction	Defense Access Roads (DOD)	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	N/A	New project.	08	Other

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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**Federal Lands Highway Program
Federal Lands Highways, District of Columbia**

TIP ID: **6043** Agency ID: **DC CHOH 25T(2)** Title: **Arizona Avenue Bridge Repair** Complete:

Facility: REIMB 100/0/0 750 c 750
 From: **Total Funds: 750**
 To:

Description: Repair of damaged floor beam, Arizona Avenue Bridge, Panel Point L2 for Structure No: 3100-025S due to vehicular collision.

Add New Project Requested on: 12/7/2012
 Amend project into the FY 2013-2018 TIP with \$750 in EFLHD Reimbursement funding in FY 2013.

TIP ID: **5936** Agency ID: **GWMP 11(4)** Title: **Rehabilitate Arlington Memorial Bridge** Complete:

Facility: FLTP 100/0/0 200,000 c 200,000
 From: **Total Funds: 200,000**
 To:

Description: Rehabilitation of bascule span on Arlington Memorial Bridge.

Change Funding Amount, Year and Source Requested on: 12/7/2012
 Remove \$73 million in PRP funding from FY 2013 and add \$200 million in FLTP funding in FY 2016.

TIP ID: **5937** Agency ID: **GWMP 1A98** Title: **Columbia Island Marina Bridge** Complete:

Facility: PL 100/0/0 20,000 c 20,000
 From: **Total Funds: 20,000**
 To:

Description: Construct new bridge from George Washington Memorial Parkway to Columbia Island Marina.

Change Funding Amount and Source Requested on: 12/7/2012
 Increase funding from \$13 million to \$20 million and change source from PL to FLTP.

TIP ID: **2728** Agency ID: **JOFK 1(1)** Title: **Kennedy Center Pedestrian Improvements** Complete:

Facility: FLTP 100/0/0 10,000 c 10,000
 From: **Total Funds: 10,000**
 To:

Description: Improve pedestrian access to the Kennedy Center.

Add Project Requested on: 12/7/2012
 Amend project into the FY 2013-2018 TIP with \$10 million in FLTP funding in FY 2013.

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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TIP ID: 6044	Agency ID: NAMA 17(1)	Title: Watergate Bridge Repair								Complete:
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Facility:	FLTP	100/0/0			10,000	c					10,000
From:										Total Funds:	10,000
To:											

Description: Repair/rehab Watergate Bridge, Storage area bridge, mill and overlay of approach areas known as Parkway Drive. PRMS# 193052.

Add New Project	Requested on:	12/7/2012
Amend project into the FY 2013-2018 TIP with \$10 million in FLTP funding in FY 2014.		

TIP ID: 5679	Agency ID: NAMA 502(5)	Title: Kutz Bridge Rehabilitation								Complete:
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Facility:	FLTP	100/0/0			3,000	c					3,000
From:										Total Funds:	3,000
To:											

Description: Rehabilitate Kutz Bridge that carries Independence Ave. SW over the Tidal Basin.

Change Funding Amount, Year and Source	Requested on:	12/7/2012
Increase funding from \$2.3 million to \$3 million, delay from FY 2013 to FY 2014, and change source from PRP to FLHP.		

TIP ID: 6045	Agency ID: NAMA 504(3) 505(4)	Title: Maine Avenue								Complete:
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Facility:	PRP	100/0/0			750	c					750
From:										Total Funds:	750
To:											

Description: Mill and overlay of Maine Avenue.

Add New Project	Requested on:	12/7/2012
Amend project into the FY 2013-2018 TIP with \$750,000 of PRP funding in FY 2013.		

TIP ID: 2727	Agency ID: ROCR 10(5)	Title: Rock Creek Parkway and Beach Drive								Complete:
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Facility:	FLTP	100/0/0			20,000	c					20,000
From:										Total Funds:	20,000
To:											

Description: Rehabilitate Beach Drive and safety improvements on Rock Creek Parkway

Change Funding Amount and Source	Requested on:	12/7/2012
Increase funding in FY 2013 from \$13.7 million to \$20 million and change source from PRP to FLTP.		

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Federal Lands Highway Program
Federal Lands Highways, Maryland

TIP ID: **5672** Agency ID: **BAWA 1(1), 2(1)** Title: **Repave Baltimore-Washington Parkway** Complete:

Facility: PRP Fed/St/Loc: 100/0/0 FY 2013: 10,000 c Total Funds: 10,000

From: Total Funds: 10,000

To:

Description:

Add Project Requested on: 12/7/2012
Amend project into FY 2013-2018 TIP with \$10 million in PRP funding in FY 2013.

TIP ID: **5413** Agency ID: **BAWA 1A26, E20** Title: **Baltimore-Washington Parkway - Rehabilitate Walls** Complete:

Facility: FLTP Fed/St/Loc: 100/0/0 FY 2014: 750 c Total Funds: 750

From: Total Funds: 750

To:

Description: Rehabilitate Walls along Baltimore-Washington Parkway.

Add Project Requested on: 12/7/2012
Amend project into FY 2013-2018 TIP with \$750,000 in FLTP funding in FY 2014.

TIP ID: **6046** Agency ID: **CATO 900(10)** Title: **Visitor Center Bridge - Catoctin Mountain National Park** Complete:

Facility: FLTP Fed/St/Loc: 100/0/0 FY 2014: 750 c Total Funds: 750

From: Total Funds: 750

To:

Description: Replacement of the Visitor Center Bridge at Catoctin Mountain National Park.

Add Project Requested on: 12/7/2012
Amend project into FY 2013 TIP with \$750,000 in FLTP funding in FY 2014.

TIP ID: **5418** Agency ID: **CHOH 10(1)** Title: **Great Falls Park Entrance Road** Complete:

Facility: FLTP Fed/St/Loc: 100/0/0 FY 2013: 250 c Total Funds: 250

From: Total Funds: 250

To:

Description: Widen entrance and resurface parking lots at Great Falls Park.

Add Project Requested on: 12/7/2012
Amend project into FY 2013-2018 TIP with \$250,000 in FY 2013.

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6047			Agency ID: GREE 11(1)			Title: Greenbelt Park						Complete:
Facility:			FLTP	100/0/0		10,000	c					10,000
From:												Total Funds: 10,000
To:												

Description: Main entrance road & park central road bridge replacement and resurfacing of routes 10, 11, 200 & 201.

Add Project **Requested on:** 12/7/2012
Amend project into FY 2013-2018 TIP with \$10 million in FLTP funding in FY 2014.

**Federal Lands Highway Program
Federal Lands Highways, Virginia**

TIP ID: 6048			Agency ID: EN06 029 121			Title: Mason Neck-Meadowood Recreation Area						Complete:
Facility:			STP	100/0/0		500	c					500
From:												Total Funds: 500
To:												

Description: Construction of Mason Neck Wayside Information Kiosk Parking Area.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$500,000 in STP funding in FY 2013.

TIP ID: 6049			Agency ID: GWMP			Title: Mt. Vernon Trail at Dangerfield Island North						Complete:
Facility:			FLTP	100/0/0				750	c			750
From:												Total Funds: 750
To:												

Description: Realignment of Mt. Vernon Trail at Dangerfield Island North.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$750,000 in FLTP funding in FY 2015.

TIP ID: 6050			Agency ID: GWMP 100, 103, 104			Title: Resurface Northdown Road, East Blvd Dr. & West Blvd Dr.						Complete:
Facility:			PRP	100/0/0		1,500	c					1,500
From:												Total Funds: 1,500
To:												

Description: Resurface Northdown Road (104), East Blvd Dr (103) & West Blvd Drive (100).

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$1.5 million in PRP funding in FY 2013.

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6051	Agency ID: GWMP 1A89	Title: Reconstruction of GWMP from Spout Run to Pimmit Run								Complete:	
Facility:		FLTP	100/0/0				10,000	c			10,000
From:											Total Funds: 10,000
To:											

Description: Reconstruction of North and Southbound GWMP from Spout Run to Pimmit Run.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$10 million in FLTP funding in FY 2015.

TIP ID: 6052	Agency ID: GWMP 1A93	Title: George Washington Memorial Parkway Interchange at VA 123								Complete:	
Facility:		FLTP	100/0/0				10,000	c			10,000
From:											Total Funds: 10,000
To:											

Description: Rehabilitate and reconstruct VA Route 123 Interchange.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$10 million in FLTP funding in FY 2015.

TIP ID: 6053	Agency ID: GWMP 500(1)	Title: George Washington Memorial Parkway								Complete:	
Facility:		FLTP	100/0/0		1,000	c					1,000
From:											Total Funds: 1,000
To:											

Description: Repair/Rehabilitate SB ramp from National Airport (#027P) and Bridge (#028P) on Route 33.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$1 million in FLTP funding in FY 2013.

TIP ID: 6054	Agency ID: GWMP BMS MD(1), V	Title: George Washington Memorial Parkway								Complete:	
Facility:		PRP	100/0/0		500	c					500
From:											Total Funds: 500
To:											

Description: Repair expansion joints and/or compression seals on 7 structures. Repair expansion joints and/or compression seals at the South bound and North bound lanes on the North GWMP bridges and the cabin John Bridge in the CBP. Remove the joint armor that are loose. These armored compression seals should be replaced by new designed non-armored expansion joint material after removal where appropriate. This project covers the following Bridges; WO# 7841234-Donaldson Run Bridge (3300-008P) WO# 7866962 - Windy Run (3300-009P) WO# 7866970 - Pimmit Run (3300-005P) WO# 7866982 - Dead Run (3300-001P) WO# 7866978 - Turkey Run (3300-002P) WO# 7866988 - Spout Run Arch bridge (3300-010) WO# 9350813 - Cabin John bridge (3300-33P)

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$500,000 in PRP funding in FY 2013.

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6055	Agency ID: GWMP FORT HUNT E	Title: George Washington Memorial Parkway - Fort Hunt Park	Complete:									
Facility:		FLTP		100/0/0					250 c			250
From:												Total Funds: 250
To:												

Description: Milling and overlay of asphalt surfaced road providing access to Fort Hunt Park.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$250,000 in FLTP funding in FY 2016.

TIP ID: 6056	Agency ID: GWMP MVT (1)	Title: Mt. Vernon Trail Pedestrian Bridges	Complete:									
Facility:		PRP		100/0/0		750 c						750
From:												Total Funds: 750
To:												

Description: Repairs to 5 Pedestrian bridges on Mt. Vernon Trail

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$750,000 in PRP funding in FY 2013.

TIP ID: 6057	Agency ID: GWMP North Design	Title: George Washington Memorial Parkway Design	Complete:									
Facility:		FLTP		100/0/0				3,000 c				3,000
From:												Total Funds: 3,000
To:												

Description: A/E Design of GWMP rehab from Spout Run to I-495.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$3 million in FLTP funding in FY 2015.

TIP ID: 6058	Agency ID: MANA 11(1), 12(1), 14	Title: Manassas National Battlefield Park - Resurfacing	Complete:									
Facility:		FLTP		100/0/0		750 c						750
From:												Total Funds: 750
To:												

Description: Resurface asphalt roads - Chinn and New York Ave.

Add New Project **Requested on:** 12/7/2012
Amend this project into the FY 2013-2018 TIP with \$750,000 in FLTP funding in FY 2013.

7/18/2012

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2013 - 2018

			Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6061			Agency ID: VA GRFA 2011- 1(1)			Title: Great Falls National Park Road Repairs						Complete:
Facility:			ER-FOR	100/0/0		250	c					250
From:												Total Funds: 250
To:												

Description: Road repairs. ERFO Disaster VA 2011-1-NPS Great Falls NPS.

Add New Project	Requested on:	12/7/2012
Amend this project into the FY 2013-2018 TIP with \$250,000 in ER-FOR funding in FY 2013.		

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

**RESOLUTION ON AN AMENDMENT TO THE
FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO
INCLUDE FUNDING FOR THE CONSTRUCTION OF AN AUXILIARY LANE ON I-395
FROM DUKE STREET TO THE SANGER AVENUE BRIDGE, 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of December 6, 2012, VDOT has requested an amendment to the FY 2013-2018 TIP to include \$14.2 million in National Highway System and advanced construction funding for the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue bridge, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2012 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$14.2 million in National Highway System and advanced construction funding for the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue bridge, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
December 7, 2012.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

December 6, 2012

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

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment

Dear Chairman Turner:


The Virginia Department of Transportation requests the amending of the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the right of way and construction phases of the Northbound I-395 Auxiliary Lane project between the Duke Street on-ramp to the Sanger Road Bridge (a distance of about (0.6000) mile). The construction phase of the project has been approved for inclusion in the air quality conformity analysis for the 2012 CLRP /FY 2013-2018 TIP.

The TIP amendment adds \$800,000 in NH funds for PE in FY13; and adds \$400,000 in NH funds for RW in FY13; and adds \$10,404,034 in Advanced Construction (AC) funds in FY13 and converts \$11,497,001 of the NH AC fiscal years FY14-FY16 to the construction phase of the project (**UPC 102437**). Funding proposed in the amendment has been approved by the Commonwealth Transportation Board (CTB) as part of its Six Year Improvement Program. The proposed funds are new to the TIP and are not being reprogrammed from other projects in the TIP. IM funds were part of the federal funding included in VDOT's financial plan for the 2012 CLRP/ FY2013-2018 TIP. An addendum to the FY 2013-2018 TIP table is attached.

VDOT requests that this TIP Amendment be considered and acted upon by the TPB's Steering Committee at its December 7, 2012 meeting. VDOT's representative will attend the meeting and be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

for 
Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

cc: Ms. Renee Hamilton, VDOT-NoVA
Mr. John Lynch, VDOT-NoVA
Mr. Tom Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2013 - 2018

TIP Amendment - 12/6/2012

VDOT-Interstate	Phase	Previous Funding	Funding Source	Funding Shares		FY11	FY12	FY13	FY14	FY15	FY16	Source Total
				Fed	State							
TIP ID: Agency ID: UJPC# 102437												
Facility: Shirley Highway (0395)	PE		Fed-NH	80%	20%	0%	\$0	\$1,000	\$0	\$0	Complete: 2015	\$1,000.00
From: Duke St. on-Ramp	R/W		Fed-NH	80%	20%	0%	\$0	\$500	\$0	\$0		\$500.00
To: Sanger Avenue Bridge	CN		AC Conv.	80%	20%	0%	\$0	\$0	\$2,400	\$9,043	\$1,257	\$12,700.00
	CN		AC	80%	20%	0%	\$0	\$13,005	\$0	\$0	\$0	\$0.00
Total Funds:												\$14,200.00

Description: The project involves the construction of an Auxiliary lane on I-395 from the Duke Street On-Ramp to the Sanger Avenue Bridge.(0.6000 Mi.)
Jurisdiction: Alexandria

Amendment: The amendment removes \$1,170,000 (IM) funds in FFY12 & adds \$800,000(NH) funds FFY13 PE phase; adds \$400,000 (NH) funds FFY13 RW phase;adds \$10,404,304 (AC-NH) funds FFY13 with conv. of \$2,2423,567 FFY14, \$6,954,034 FFY15; \$1,206,433 FY16 CNph.

Air Quality The project is included in the Air Quality Conformity Analysis for the Metropolitan Washington Region.

ITEM 8 – Action
December 19, 2012

Approval of an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)

Staff Recommendation: Adopt Resolution R5-2013 to approve the air quality conformity assessment.

Issues: None

Background: On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. On November 15 the assessment was released for a 30-day public comment period that ended on December 15. At its November 28 meeting, the Board was briefed on the draft 2015 forecast year air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP.

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

**RESOLUTION FINDING THAT THE 2012 CONSTRAINED LONG RANGE PLAN AND
FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM, INCLUDING THE
2015 ATTAINMENT YEAR, CONFORM WITH THE REQUIREMENTS OF
THE CLEAN AIR ACT AMENDMENTS OF 1990**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, on May 21, 2012 EPA designated the Washington, DC-MD-VA region as a marginal non-attainment area for the 2008 ozone National Ambient Air Quality Standards (NAAQS), and with that designation required an air quality conformity analysis of the region's current CLRP and TIP, including the 2015 attainment year; and

WHEREAS, on July 18, 2012 the TPB approved an air quality conformity analysis of the current 2012 CLRP and FY2013-2018 TIP, which is reported in *Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated July 18, 2012; and

WHEREAS, updating the air quality conformity analysis of the 2012 CLRP and TIP approved by the TPB on July 18, 2012 with the inclusion of the 2015 attainment year, will meet the requirements associated with the redesignation; and

WHEREAS, a work program to update the air quality conformity analysis was developed to

address all procedures and requirements associated with the new designation, including public and interagency consultation, and the work program was released for public comment on September 13th and approved by the TPB at its October 17, 2012 meeting; and

WHEREAS, on November 15, 2012, the draft results of the update of the Air Quality Conformity Determination of the 2012 CLRP and the FY2013-2018 TIP including the 2015 attainment year were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the analysis reported in *Air Quality Conformity Update of the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region*, dated December 19, 2012, which includes the 2015 attainment year, demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, and carbon monoxide, and demonstrates that PM_{2.5} emissions meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

WHEREAS, in the attached letter of December 5, 2012, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the update to the Air Quality Conformity Determination of the 2012 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2012 Constrained Long Range Plan and the FY2013-2018 Transportation Improvement Program, including the 2015 attainment year, conform to all requirements of the Clean Air Act Amendments of 1990.

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

December 5, 2012

Honorable Todd M. Turner, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Turner:

Thank you for providing an opportunity to the Metropolitan Washington Air Quality Committee (MWAQC) to comment on the Air Quality Conformity Update for the 2012 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP). MWAQC understands that this additional analysis to include the milestone year 2015 is being performed to meet the requirements of the 2008 ozone national ambient air quality standard (NAAQS).

MWAQC has reviewed the draft Air Quality Conformity assessment and is pleased to find that the proposed transportation plans meet the interim base year 2002 emissions tests for the $PM_{2.5}$ annual standard and the approved motor vehicle emissions budgets for the 8-hour ozone and carbon monoxide standards for the year 2015. The attainment year for the Washington, DC-MD-VA marginal ozone nonattainment region for the 2008 ozone NAAQS is 2015.

As noted in the previous comment letter to the National Capital Region Transportation Planning Board (TPB) on July 11, 2012, MWAQC understands the need for new federal emission control programs such as Tier 3 to reduce emissions from future fleets. We encourage TPB's continued investment in public transit, ride-sharing and transit-oriented development to mitigate future growth in vehicle miles traveled (VMT). We also strongly urge TPB to maintain its commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures. These efforts are essential to meet the current air quality standards and potentially more stringent ozone and fine particle standards expected in the future. We look forward to working with TPB on updated mobile budgets related to stricter EPA air quality standards if it should become necessary in the future.

We commend TPB for your contribution to air quality improvement efforts and look forward to working with you to further improve the region's air quality.

Thank you again for the opportunity to comment on the draft conformity analysis.

Sincerely,



Hon. Phil Mendelson, Chair
Metropolitan Washington Air Quality Committee

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

MEMORANDUM

December 13, 2012

To: Transportation Planning Board

**From: Jane Posey
Senior Transportation Engineer**

**Subject: Air Quality Conformity Update for the 2012 Constrained Long Range Plan (CLRP)
and the FY2013-2018 Transportation Improvement Program (TIP)**

BACKGROUND

EPA's final rule designating nonattainment areas for the 2008 ozone national ambient air quality standards (NAAQS) was published in the *Federal Register* on May 21, 2012 and was effective July 20, 2012. The Washington, DC-MD-VA region has been designated as a marginal non-attainment area. The attainment date for the 2008 ozone NAAQS for marginal non-attainment areas is December 31, 2015. All non-attainment areas must make a conformity determination within one year of the effective date of the initial non-attainment designation.

The current long range plan for the region is the 2012 CLRP. The Transportation Planning Board (TPB) approved a conformity analysis of the 2012 CLRP in July. Forecast years included: 2007, 2017, 2020, 2030, and 2040. Since there are no input changes to that analysis, it is not necessary to rerun all of the forecast years for the conformity determination required for the 2008 ozone NAAQS. However there is a requirement to complete an analysis of the 2015 attainment year. This report includes the data for all forecast years, including 2015, and represents a complete conformity analysis update of the 2012 CLRP.

INTRODUCTION

This memo documents summary results of the updated air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP with respect to the following pollutants:

- **Ozone Season Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx).** In May, 2007 the Metropolitan Washington Air Quality Committee (MWAQC) adopted the 8-hour Ozone State Implementation Plan (SIP) which included Mobile Budgets. On September 4, 2009, EPA found adequate the 2008 Reasonable Further Progress (RFP) budgets from that SIP. Once a SIP with budgets has been submitted and EPA finds those budgets adequate or approves the SIP, the budgets must be used for all conformity analysis until new budgets are approved, even if new NAAQS are set. The RFP budget for VOC is 70.8 tons/day, and for NOx is 159.8 tons/day.
- **Fine Particles (PM_{2.5}).** In 2008 MWAQC approved a SIP to achieve the 1997 National Ambient Air Quality Standards (NAAQS) for PM_{2.5} that included mobile budgets. EPA never approved those budgets. On January 12, 2009, EPA determined that the region had attained the 1997 PM_{2.5} NAAQS and issued a clean data determination for the area. In early 2012 Virginia,

Maryland, and the District of Columbia withdrew the SIP updates, including the mobile budgets. The withdrawal letters are included as Attachment A. In the absence of approved mobile budgets, EPA allows for an assessment that shows emissions in forecast year scenarios are no greater than those in a 2002 base. This criterion was established and applied, with the concurrence of MWAQC, in prior PM_{2.5} conformity assessments.

- **Wintertime Carbon Monoxide (CO).** The region is in maintenance for mobile source wintertime CO, and is required to show that pollutants do not exceed the approved budget of 1671.5 tons/day.

The analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NO_x, as well as wintertime CO, and are well below the 2002 base year levels for the PM_{2.5} pollutants.

The results, based upon analyses contained in the technical report, Air Quality Conformity Update Of The 2012 Constrained Long Range Plan and FY2012-2018 Transportation Improvement Program For The Washington Metropolitan Region, will be released for public comment and interagency consultation on November 15, 2012. The public comment period will end on December 15, 2012.

TECHNICAL INPUTS

The Transportation Planning Board (TPB) approved the scope of work for the update to the conformity analysis of the 2012 CLRP and FY2013-2018 TIP on October 17, 2012. It approved the project submissions for this analysis on February 15, 2012.

Key technical inputs to the analysis include:

- Round 8.1 Cooperative Land Activity Forecasts
- The Version 2.3 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system and updated transit service
- 2012 CLRP and FY2013-2018 TIP Project Submissions
- 2011 Vehicle Registration Data
- EPA's Mobile6.2 Emissions Factor Model.

WORK ACTIVITIES

Staff prepared inventories for each pollutant for six forecast years (2007, 2015, 2017, 2020, 2030 and 2040). Ozone season pollutants (VOC and NO_x) and wintertime CO are inventoried for average weekday conditions, and precursor NO_x and direct PM_{2.5} are inventoried to reflect emissions on a yearly total basis. Staff applied seasonal adjustment factors to convert daily travel (annual average weekday traffic or AAWDT) to annual values.

These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the approved budgets.

Land Activity Forecasts

The COG Board approved the draft Round 8.1 Cooperative Forecasts for use in the air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP in February, 2012. The forecasts reflect both the small area land use distributions throughout the Washington region, and also the latest planning assumptions for areas that are outside the Washington region. Attachment B shows a summary of the Round 8.1 data.

Travel Modeling Process

Staff prepared travel demand forecasts for each of the analysis years using the Version 2.3 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and vehicle miles traveled (VMT) results through time for each conformity analysis year, for the full modeled area.

Emissions Factors

Staff developed emissions factors using EPA's MOBILE6.2 emissions model. This year's rates include 2011 VIN data. Emissions rates for each pollutant – shown illustratively for Fairfax County in Exhibits 3 and 4 -- were developed following execution of the model in one mph speed increments, by jurisdiction, for each analysis year. The chart shows significantly reduced rates through time, primarily due to the impacts of having cleaner fuel and vehicles in the fleet. Exhibit 5 presents direct PM_{2.5} emissions rates through time for each of the three seasons; data are arrayed in a bar chart since these emissions rates do not vary by vehicle speed.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

The average annual weekday travel forecasts (AAWDT) generated by the travel demand model were adjusted, using a 1.03 ozone season factor or a 0.96 winter season factor, to develop seasonally appropriate VMT estimates. Staff then applied the appropriate Mobile6.2 emissions factors to the travel demand forecasts to prepare mobile source emissions inventories for each forecast year. These emissions results for ozone season pollutants are summarized in Exhibits 6 and 7 and indicate total VOC and NO_x emissions for each analysis year. The charts show dramatic reductions throughout the period. Historical emissions reductions from the Clean Air Act amendments 1990 base have been well documented in the past. 2040 VOC and NO_x emissions represent about 14 percent and 9 percent, respectively, of their 1990 levels. The results reflect the impact of the cleaner fuel / fleet and related programs.

PM_{2.5} – Yearly Emissions

To develop the yearly total PM_{2.5} emissions, travel and emissions were estimated by applying (three) seasonal factors to the primary travel data, followed by applying emissions rates for each of the seasons, and summarizing to obtain yearly totals. Direct PM_{2.5} and precursor NO_x emissions are shown in Exhibits 8 and 9. The emissions reductions through time are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule.

2012 CLRP Emissions Inventories vs. Budgets

Exhibits 6-9 display net emissions for each forecast year. The charts show that emissions are within the mobile budgets for ozone season pollutants, and are not greater than 2002 levels for fine particles pollutants, for all forecast years. Wintertime CO emissions (contained in a full technical report but not summarized here) are also within the CO emissions budget.

Net Emissions Analysis

The emissions inventory data contained in Exhibits 6-9 reflect total mobile source network and off-network emissions. However, there are also emissions benefits associated with certain other transportation programs and projects. These benefits, estimated on an off-line basis, are also creditable in conformity analyses. Attachment C represents a summary table of these transportation emissions reduction measures, or TERMS, which have been previously planned or programmed by the TPB. They are arrayed in a 'Tracking Sheet' format to document the implementation status of each, with part A of the table documenting ozone season and part B documenting PM_{2.5} pollutants. The result of these measures, shown as the bottom line for each section of the table, amounts to additional reductions available for each of the pollutants. The benefits of these projects are not included at this time in the conformity analysis summary tables, but are available, if needed, to offset future emissions. Combining the emissions results in Exhibits 6-9 with the additional reductions from TERMS would further improve the emissions margins for each pollutant.

COMMENTS / RESPONSE TO COMMENTS

Comment: The Metropolitan Washington Air Quality Committee (MWAQC) provided written comment in its December 25, 2012 letter. The letter notes that the conformity update of 2012 CLRP and FY2013-2018 TIP meets all mobile source emissions test requirements. The Committee encourages the TPB's continued investment in VMT reducing projects and strategies. It urges the TPB to maintain its commitments to TERMS and other emissions reduction measures, and suggests that these efforts are essential for meeting future more stringent air quality standards. It commends the TPB for its contribution to clean air.

Response: The TPB appreciates MWAQC's recognition that the updated air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP meets all of the required emissions tests. The TPB agrees with MWAQC on the need for continued investment in public transit, ridesharing, and other programs to reduce VMT and single occupant driver trips. The TPB supports maintenance of commitments to TERMS and other emissions reduction measures.

SUMMARY

The analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2012 CLRP and FY2013-2018 TIP.

Following: Exhibits 1- 9
Attachments A - C

EXHIBIT 2
AIR QUALITY CONFORMITY UPDATE
Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	<u>2002</u>	<u>2007</u>	<u>2015</u>	<u>2017</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Transit Trips	1,092.5	1,158.5	1,295.1	1,361.8	1,425.7	1,542.0	1,628.4
Vehicle Trips	14,822.9	15,867.8	17,225.6	17,539.8	18,087.9	19,830.0	21,116.6
VMT	149,388.9	159,299.0	171,523.1	174,806.1	180,153.7	200,136.4	212,923.6

Adjustment Factors to Convert AAWDT to Appropriate Season:

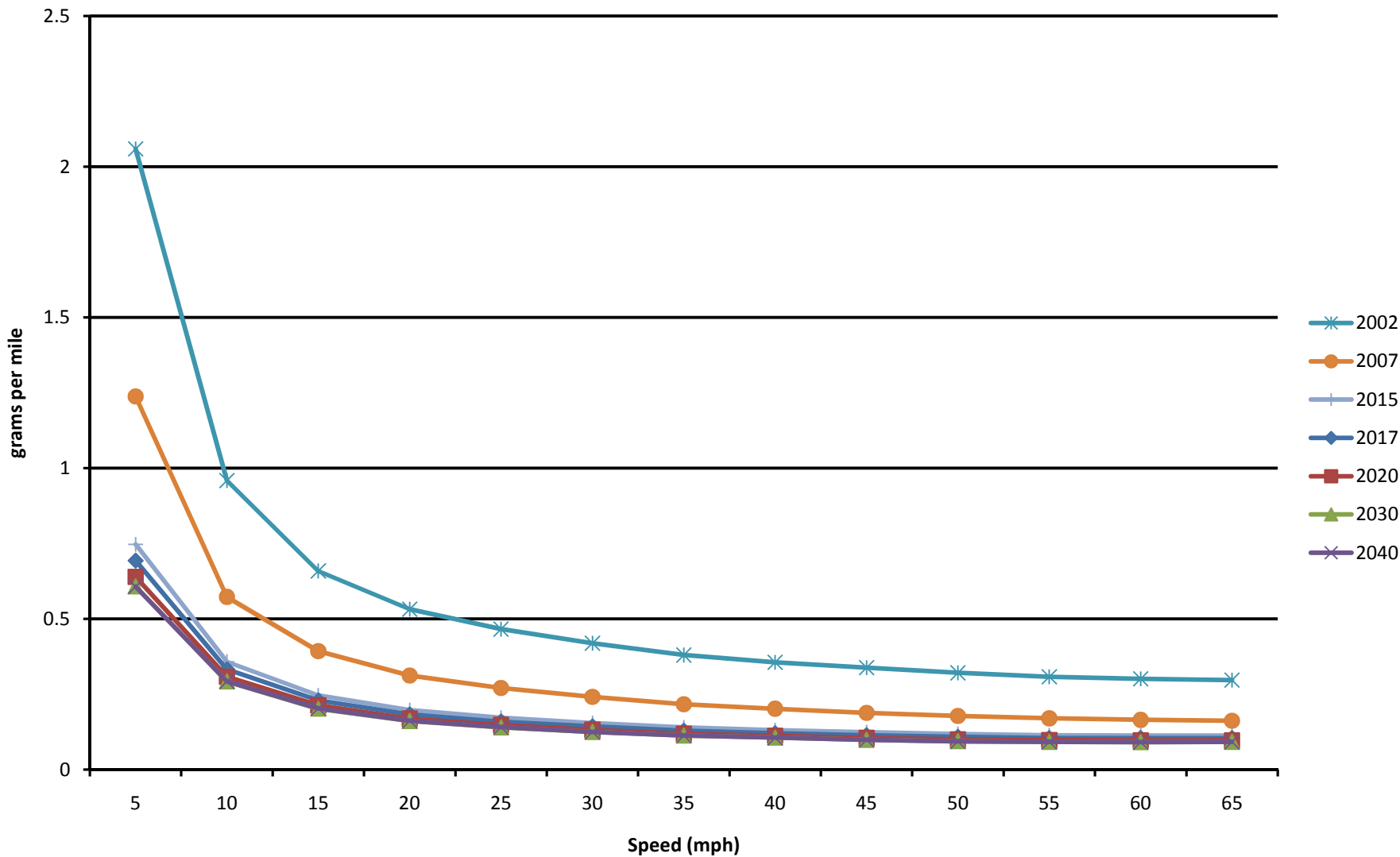
Ozone Season AWDT: 1.03

Winter Season AWDT: 0.96

PM2.5 Annual:

Season (ADT)	Factor
Season 1 (Jan- Apr)	0.9177
Season 2 (May- Sept)	0.9751
Season 3 (Oct- Dec)	0.9212

AIR QUALITY CONFORMITY **UPDATE** VOC COMPOSITE MOBILE6.2 FREEWAY RUNNING EMISSION RATES FOR FAIRFAX COUNTY (2012 CLRP)



AIR QUALITY CONFORMITY UPDATE
NO_x COMPOSITE MOBILE6.2 FREEWAY RUNNING EMISSION RATES FOR FAIRFAX COUNTY (2012 CLRP)

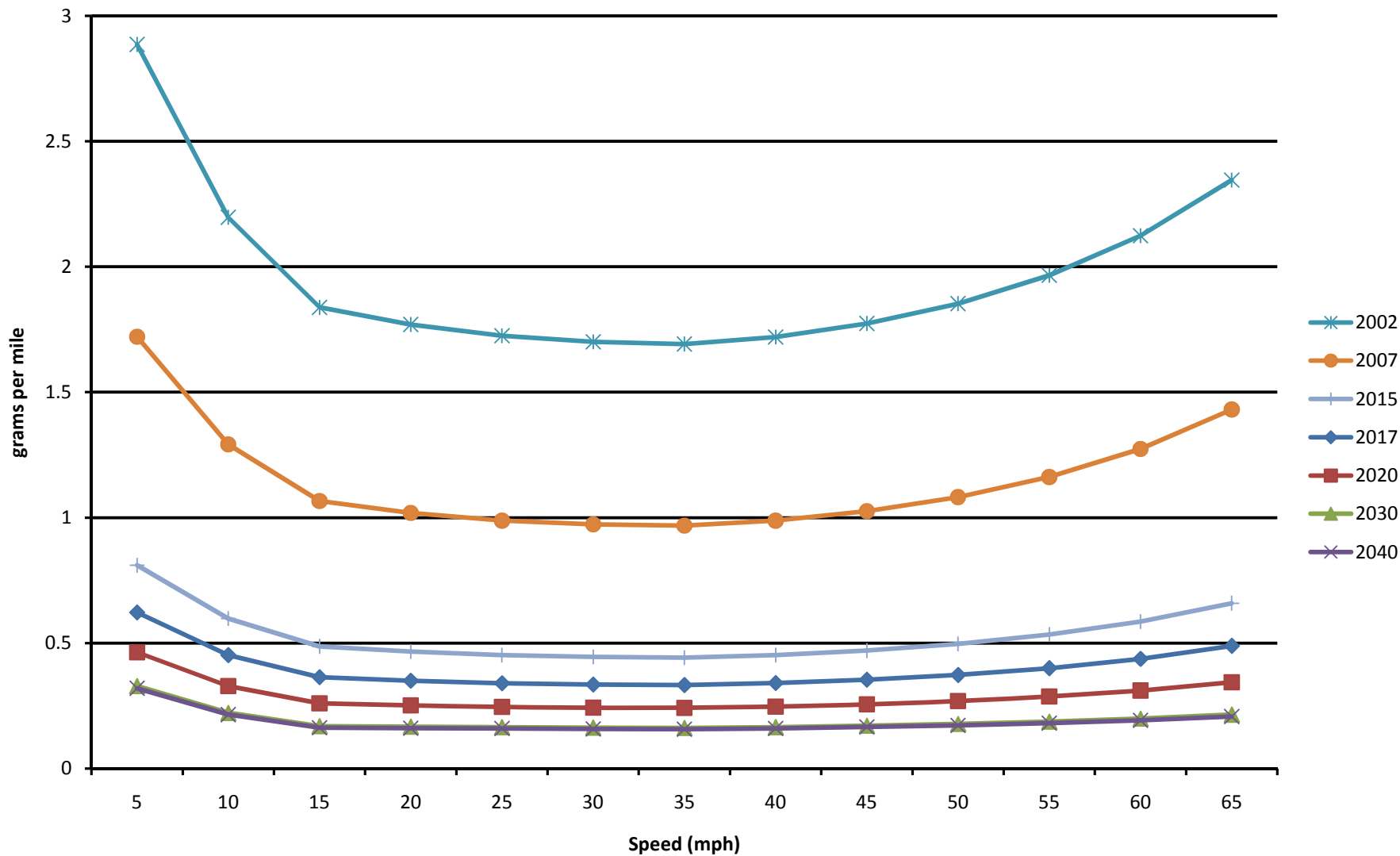


Exhibit 5 AIR QUALITY CONFORMITY **UPDATE** DIRECT PM_{2.5} EMISSION RATES FOR FAIRFAX COUNTY (MAJOR ROADS NETWORK)

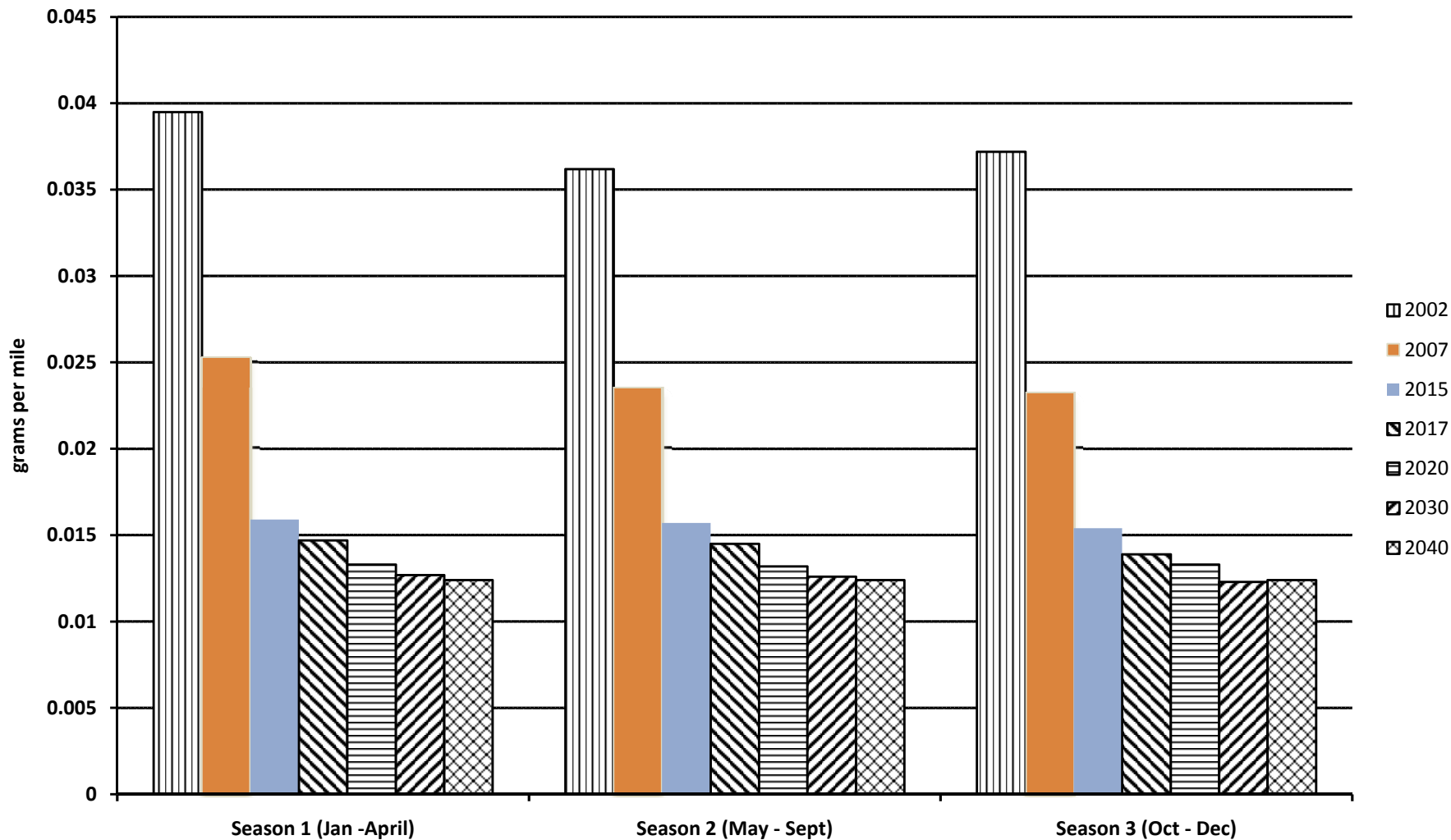


EXHIBIT 6

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source VOC Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY 2013-2018 TIP

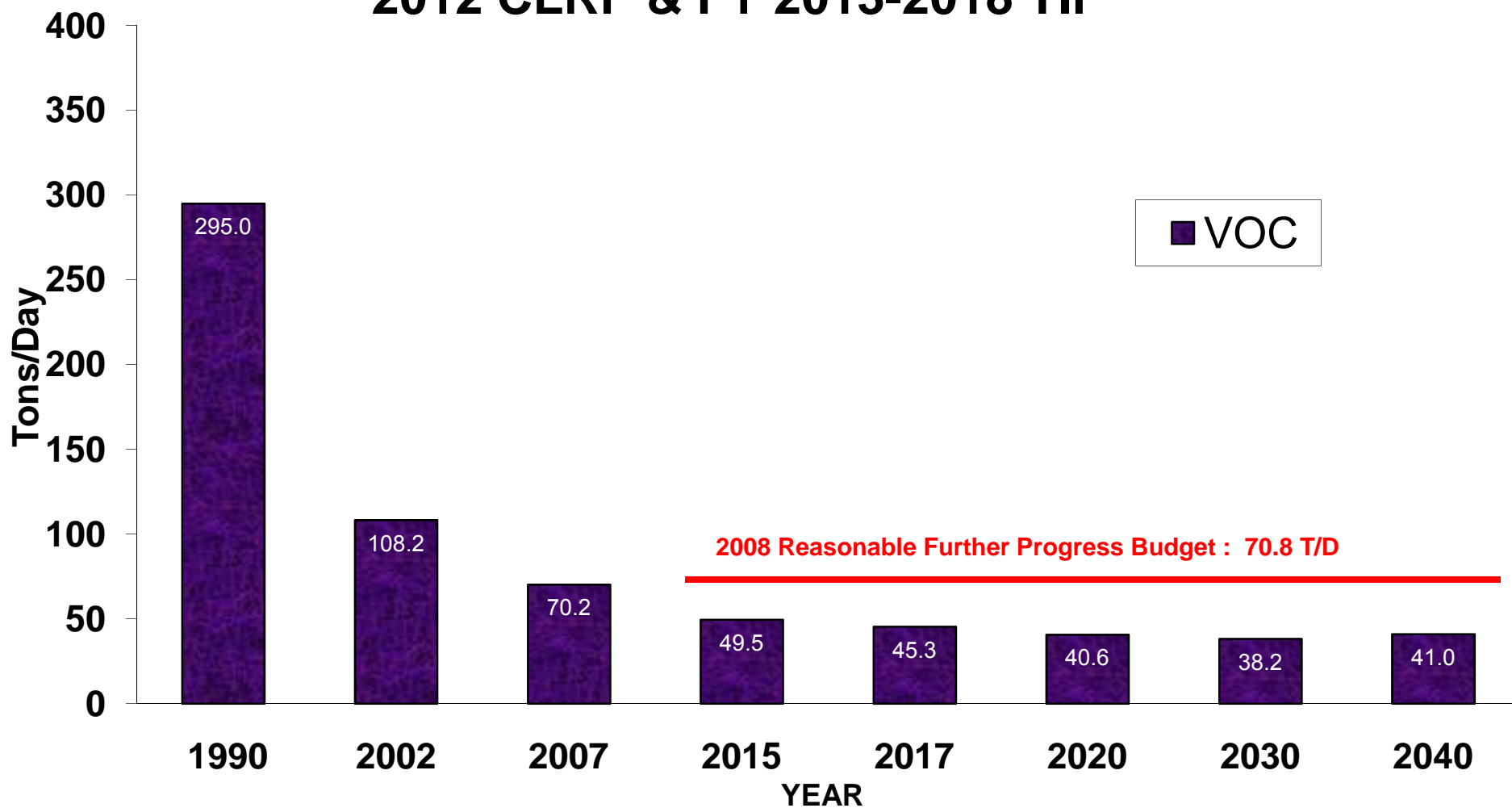


EXHIBIT 7

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY2013-2018 TIP

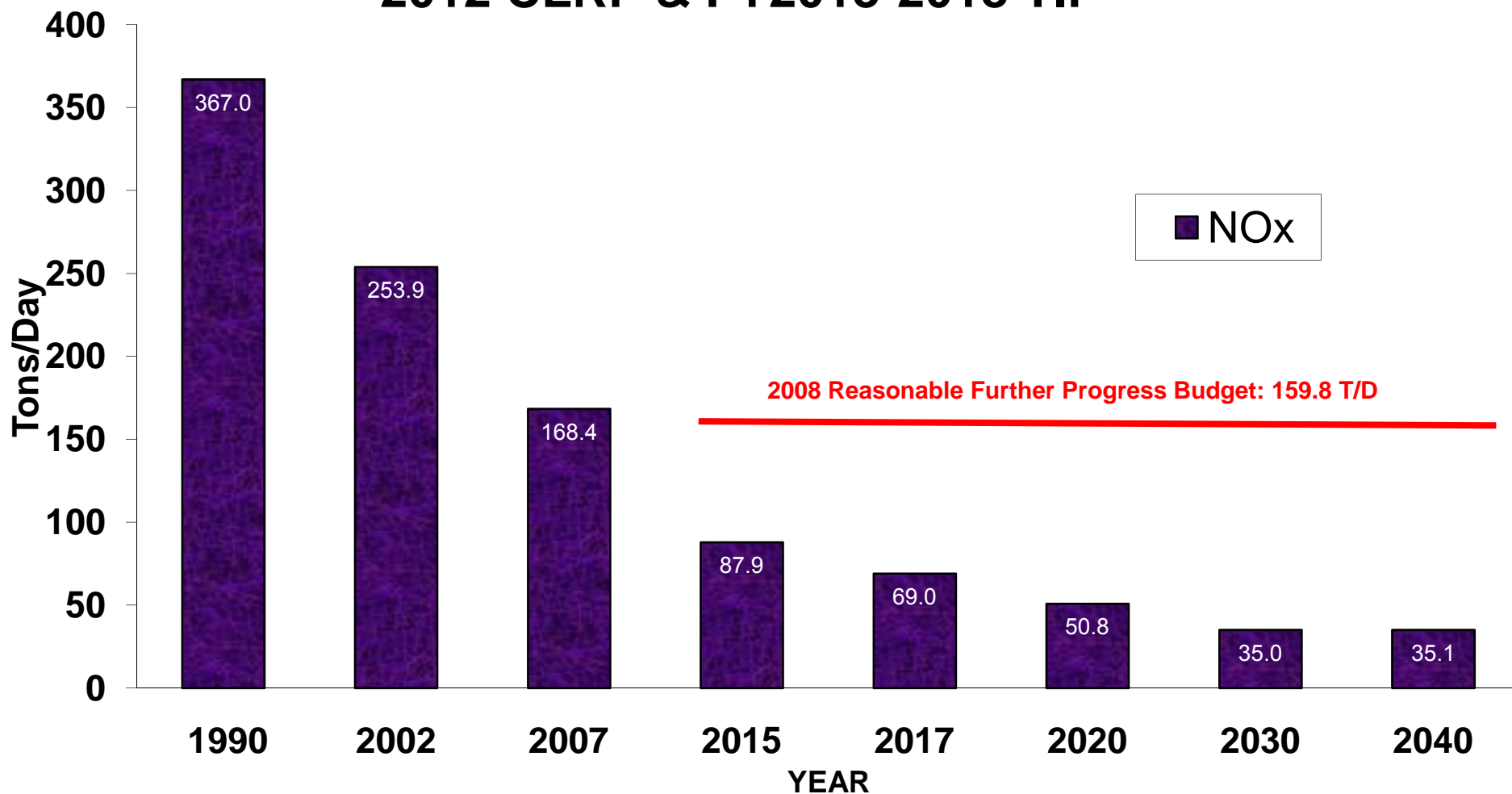


EXHIBIT 8

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source Emissions

PM_{2.5} Precursor: NOx

(tons/year in thousands)

2012 CLRP & FY2013-2018 TIP

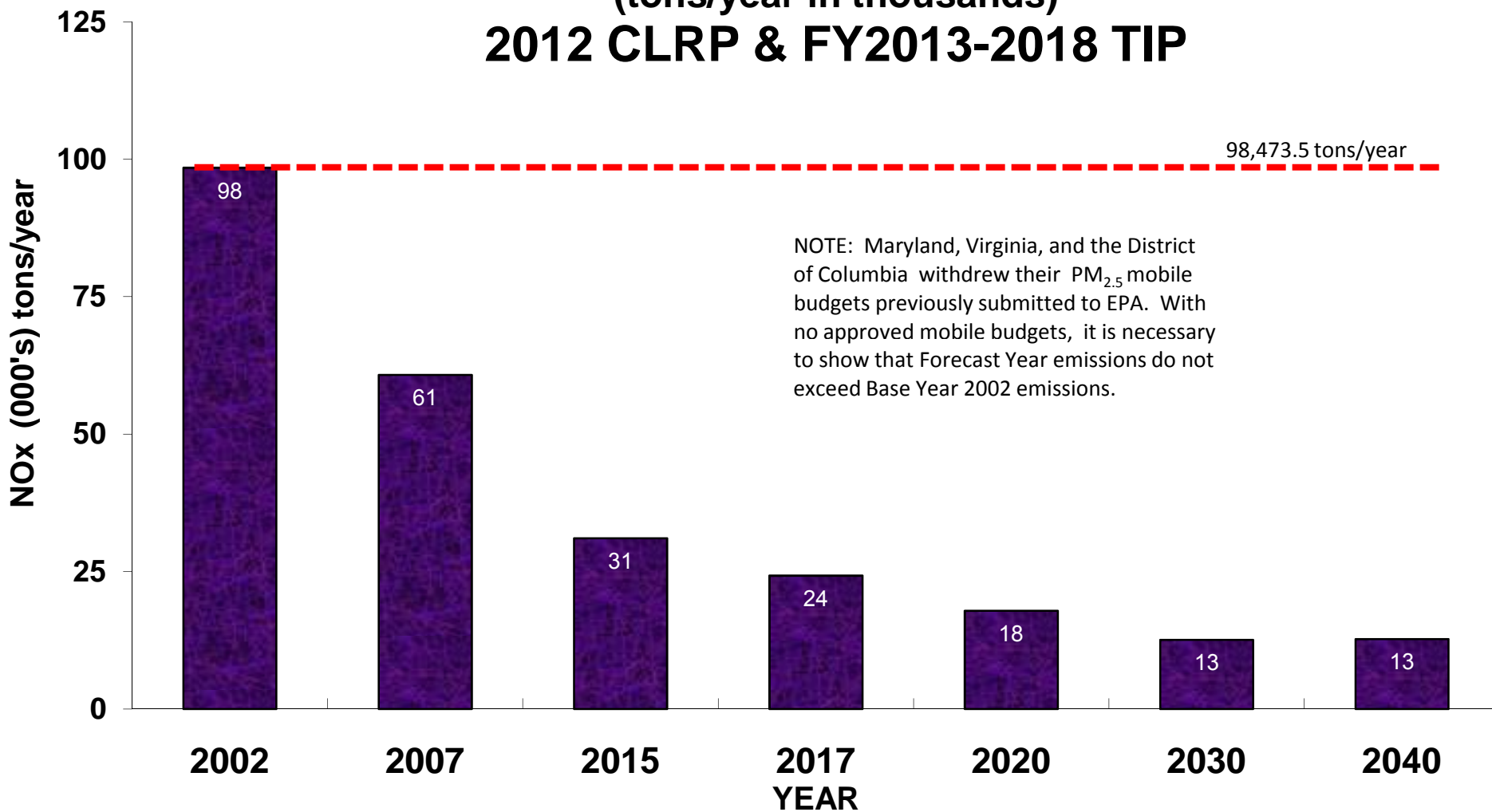
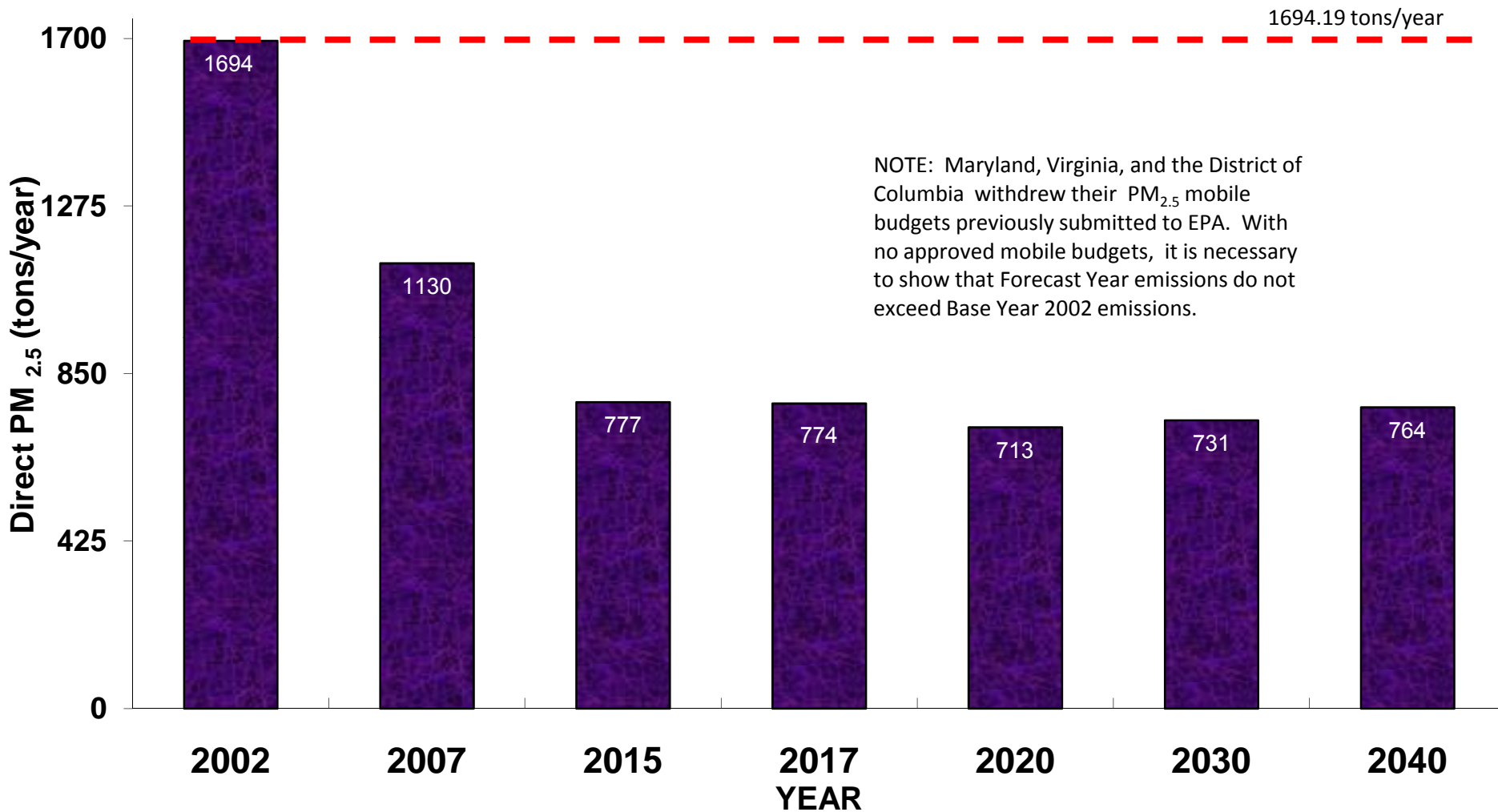


EXHIBIT 9
AIR QUALITY CONFORMITY UPDATE
Mobile Source Emissions
Direct PM_{2.5}
(tons/year)
2012 CLRP & FY2013-2018 TIP



ATTACHMENT A



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

Fax (804) 698-4500 TDD (804) 698-4021

www.deq.virginia.gov

Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

JAN 23 2012

Ms. Diana Esher, Director
Air Protection Division (3AP00)
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Reference: Withdrawal of the
Virginia Portion of 1997 PM_{2.5}
NAAQS Attainment SIP Revision
for the Washington DC-MD-VA
Nonattainment Area

Dear Ms. Esher:

On April 4, 2008, Virginia officially requested approval of a revision to the Commonwealth of Virginia State Implementation Plan (SIP). The revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts taken to achieve the 1997 national ambient air quality standards (NAAQS) for PM_{2.5} by 2009. This SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the area had attained the NAAQS and issued a clean data determination for the area. This determination suspended the requirements for the Commonwealth 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 NAAQS in the area. The purpose of this letter is to withdraw these portions of the April 4, 2008 submittal. Specifically, the Commonwealth hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment

Ms. Diana Esher

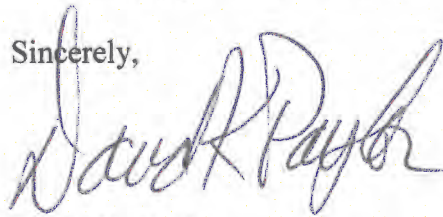
Page 2

demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 4, 2008. To ensure that Virginia has met the requirements of § 172(c)(3) regarding inventory submittals, the Commonwealth is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the April 4, 2008 document

As a related matter, Virginia, in cooperation with the District of Columbia, Maryland, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions or need additional information, please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read "David K. Paylor". The signature is fluid and cursive, with the first name "David" being the most prominent.

David K. Paylor

DKP\kgs

TEMPLATES\SIP-REG\REG00w
SIP\NONATTN PLANS\2012\NVAPMw-SIP.DOC



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230

410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Robert M. Summers, Ph.D.
Secretary

Anthony G. Brown
Lieutenant Governor

FEB 29 2012

Mr. Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency, Region III
1650 Arch Street (3RA00)
Philadelphia, PA 19103-2029

Dear Mr. Garvin:

On April 3, 2008, Maryland officially requested EPA approval of the following state implementation plan (SIP) revision:

Maryland State Implementation Plan (SIP) for Fine Particle (PM_{2.5}) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area

The plan revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area ("the Area") and the efforts taken to achieve the 1997 national ambient air quality standard (NAAQS) for PM_{2.5} by 2009. This SIP revision for the Washington DC-MD-VA area included: (i) the attainment plan; (ii) an analysis of reasonably available control measures; (iii) an attainment demonstration; (iv) contingency plans for failure to attain the air quality standard; (v) mobile source budgets; and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the Area had attained the NAAQS and issued a clean data determination for the Area. This determination suspended the requirements for Maryland 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 NAAQS in the Area. The purpose of this letter is to withdraw these portions of the April 3, 2008 submittal.

Specifically, the State of Maryland hereby withdraws: (i) the attainment plan; (ii) the analysis of reasonably available control measures; (iii) the attainment demonstration; (iv) the contingency plans for failure to attain the air quality standard; and (v) the mobile source budgets, all of which were submitted on April 3, 2008. To ensure that Maryland has met the requirements of Section 172(c)(3) of the Clean Air Act regarding inventory submittals, the State is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprises Chapter 3 and Appendix B of the original April 3, 2008 SIP submission.

Mr. Shawn M. Garvin
Page 2

On a related matter, Maryland, in cooperation with the District of Columbia, Virginia, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions regarding these matters or require additional information, please contact Mr. George (Tad) S. Aburn, Jr., Director of the Air and Radiation Management Administration at 410-537-3255, or by email, at gaburn@mde.state.md.us.

Sincerely,



Secretary

cc: Diana Esher, Director, Air Protection Division, EPA Region III
George (Tad) S. Aburn, Jr., Director, Air and Radiation Management Administration



GOVERNMENT OF THE DISTRICT OF COLUMBIA

District Department of the Environment



Office of the Director

February 6, 2012

Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency
Region III (Mail Code: 3RA00)
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Subject: Withdrawal of the District of Columbia Portion of 1997 PM_{2.5} NAAQS
Attainment SIP Revision for the Washington DC-MD-VA Nonattainment Area

Dear Mr. Garvin:

A handwritten signature in black ink that reads "Shawn" followed by a horizontal line.

On April 2, 2008, the District of Columbia submitted a revision to its State Implementation Plan (SIP) for attaining the 1997 national ambient air quality standards (NAAQS) for PM_{2.5} and requested U.S. Environmental Protection Agency's (EPA) approval. The revision demonstrated the anticipated improvements to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts being taken to achieve the 1997 PM_{2.5} NAAQS by 2009. The April 2, 2008, SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009, EPA issued a clean data determination for the area (74 FR 1146). The clean data determination suspended the requirements for the District of Columbia to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other SIPs related to attainment of the 1997 PM_{2.5} NAAQS in the area. The purpose of this letter is to withdraw those portions of the April 2, 2008, submittal. Specifically, the District of Columbia hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 2, 2008. To ensure that the District of Columbia has met the requirements of § 172(c)(3) of the Clean Air Act regarding emissions inventory submittals, the District of Columbia is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the SIP revision documents submitted on April 2, 2008.



As a related matter, the District of Columbia, in partnership with Virginia, Maryland, and the Metropolitan Washington Air Quality Committee, is developing a redesignation request and a maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

Should you have any questions or require additional information, please contact me at (202) 535-2615, or Ms. Cecily Beall, Associate Director for the Air Quality Division, at (202) 535-2626.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christophe A.G. Tulous', written over a horizontal line.

Christophe A.G. Tulous
Director

cc: Diana Esher, Director, Air Protection Division, EPA Region 3
Cecily Beall, Associate Director, Air Quality Division, DDOE

ATTACHMENT B

AIR QUALITY CONFORMITY **UPDATE** HOUSEHOLD DATA

MSA:	2007	2015	2017	2020	2030	2040	2040/2007
D.C.	258726	287617	291838	298115	318252	339889	1.31
MONTGOMERY	352913	376536	384816	397237	436202	461469	1.31
PR.GEORGES	301540	323364	328583	336404	359878	379317	1.26
ARLINGTON	94543	105611	107838	111190	116788	119761	1.27
ALEXANDRIA	67041	71520	73485	76426	83831	92155	1.37
FAIRFAX	393784	417325	426728	440826	478759	500832	1.27
LOUDOUN	94321	117839	123843	132843	154159	162971	1.73
PR. WILLIAM	140727	166083	172975	183321	210450	229944	1.63
FREDERICK	81614	87487	89590	92740	107686	119564	1.46
CHARLES	48845	57528	60235	64299	75847	85901	1.76
STAFFORD	37504	49584	52701	57388	73383	87679	2.34
CALVERT	30760	34298	34991	36027	38348	40301	1.31
SUBTOTAL	1,902,318	2,094,792	2,147,623	2,226,816	2,453,583	2,619,783	1.38
ADDITIONAL COUNTIES:							
HOWARD	103132	117700	120864	125600	135486	137773	1.34
ANNE ARUNDEL	196402	210888	213647	217782	229371	234332	1.19
CARROLL	60279	65691	67260	69614	76111	81464	1.35
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	40347	49994	52447	56137	68763	79050	1.96
CLARKE&JEFFERSON	24873	29615	30840	32679	40562	49835	2.00
FAUQUIER	24731	30982	32882	35730	47502	63154	2.55
K. GEORGE	7912	9800	10371	11228	14358	17125	2.16
ST. MARY'S	36573	44443	46408	49352	58143	66509	1.82
SUBTOTAL	494,249	559,113	574,719	598,122	670,296	729,242	1.48
TOTAL	2,396,567	2,653,905	2,722,342	2,824,938	3,123,879	3,349,025	1.40

SOURCE:

MWCOG Round 8.1 Cooperative Forecasts

BMC Round 7-C Cooperative Forecasts

GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008

Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

AIR QUALITY CONFORMITY **UPDATE** EMPLOYMENT DATA

MSA:	2007	2015	2017	2020	2030	2040	2040/2007
D.C.	763530	812947	834060	865726	929641	982647	1.29
MONTGOMERY	504045	541995	559355	585363	684284	737364	1.46
PR. GEORGES	345777	356958	365324	377879	427514	497652	1.44
ARLINGTON	206400	247135	258626	275862	302588	308376	1.49
ALEXANDRIA	105870	116274	118783	122551	142738	155012	1.46
FAIRFAX	655611	722244	747569	785619	875216	935411	1.43
LOUDOUN	132849	167565	183113	206465	257212	285449	2.15
PR. WILLIAM	141076	163423	172538	186215	230047	278151	1.97
FREDERICK	86542	99386	101182	103862	109755	114907	1.33
CHARLES	60039	68439	69758	71731	77537	83138	1.38
STAFFORD	40114	52220	54328	57505	70172	84144	2.10
CALVERT	33512	41059	42422	44457	47159	48955	1.46
SUBTOTAL	3,075,365	3,389,645	3,507,058	3,683,235	4,153,863	4,511,206	1.47
ADDITIONAL COUNTIES:							
HOWARD	155565	181143	186679	194977	221168	231902	1.49
ANNE ARUNDEL	278707	309853	317528	329042	358320	370904	1.33
CARROLL	63773	69619	70099	70813	72456	74090	1.16
FREDERICKSBURG (VA) & N. SPOTSYLVANIA	61620	81897	84827	89210	103673	119691	1.94
CLARKE & JEFFERSON	26062	30827	32017	33800	39225	45298	1.74
FAUQUIER	25422	30501	32604	35762	43360	52578	2.07
K. GEORGE	10519	17805	18431	19370	22501	25740	2.45
ST. MARY'S	56173	64083	65350	67268	71969	75862	1.35
SUBTOTAL	677,841	785,728	807,535	840,242	932,672	996,065	1.47
TOTAL	3,753,206	4,175,373	4,314,593	4,523,477	5,086,535	5,507,271	1.47

SOURCE:

MWCOG Round 8.1 Cooperative Forecasts

BMC Round 7-C Cooperative Forecasts

GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008

Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

NOTE: Includes Census Adjustment

ATTACHMENT C

**TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions**

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category *	
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040			
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		
9	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0005	0.0009	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C	
19	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
20	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
38	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
39	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
44	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
48	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0005	0.0009	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C (TCM)	
49	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0041	0.0089	0.0038	0.0072	0.0029	0.0051	0.0026	0.0042	0.0026	0.0042	C (TCM)	
51	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C	
52	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C	
54	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0000	0.0003	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002	0.0000	0.0002	C (TCM)	
56	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0032	0.0076	0.0029	0.0062	0.0023	0.0044	0.0020	0.0036	0.0020	0.0036	C (TCM)	
58	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.0537	0.1693	0.0488	0.1383					0.0000	0.0000	SP (TCM)	
59	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
60	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
61	1995-00	MCG	Bicycle Facilities			X		FY99		0.0014	0.0006	0.0013	0.0005	0.0010	0.0004	0.0009	0.0003	0.0009	0.0003	C	
62	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0023	0.0025	0.0021	0.0021	0.0016	0.0015	0.0015	0.0012	0.0015	0.0012	C	
63	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0018	0.0038	0.0017	0.0031	0.0013	0.0022	0.0012	0.0018	0.0012	0.0018	C	
64	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0147	0.0329	0.0133	0.0269	0.0104	0.0189	0.0094	0.0157	0.0093	0.0157	C (TCM)	
66	1995-00	VDOT	Commuter Lots - District Wide	X				varies	1995, 2001	0.0050	0.0104	0.0046	0.0085	0.0036	0.0060	0.0032	0.0050	0.0032	0.0050	C	
67	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0046	0.0063	0.0042	0.0052	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C	
68	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0000	0.0032	0.0000	0.0026	0.0000	0.0018	0.0000	0.0015	0.0000	0.0015	C	
69	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0009	0.0054	0.0008	0.0044	0.0007	0.0031	0.0006	0.0026	0.0006	0.0026	C	
70	1995-00	VDOT	Improved Access to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0002	0.0003	0.0002	0.0003	0.0002	0.0002	0.0001	0.0002	0.0001	0.0002	C	
71	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0023	0.0032	0.0021	0.0026	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C	
72	1995-00	DC	Bicycle Facilities	X						0.0110	0.0063	0.0100	0.0052	0.0078	0.0036	0.0070	0.0030	0.0070	0.0030	C	
73	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.0346	0.0533	0.0315	0.0436	0.0249	0.0309	0.0227	0.0257	0.0225	0.0257	C	
74	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.0098	0.0152	0.0089	0.0124	0.0071	0.0088	0.0064	0.0074	0.0064	0.0073	C	
75	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.0519	0.0735	0.0472	0.0600	0.0371	0.0424	0.0334	0.0352	0.0332	0.0351	C	
77	1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
79	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
81	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
82	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C	
83	1996-01	WMATA	Bus Replacement (see line 58, above)	X				1998		Credit taken in line 58, above										SP	
85	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C	
90	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	0.4033	0.5679	0.3666	0.4640	0.2878	0.3274	0.2594	0.2721	0.2578	0.2714	C	
91	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0032	0.0022	0.0029	0.0018	0.0023	0.0013	0.0020	0.0011	0.0020	0.0011	C	
92	STADIUM ANALYSIS	M-92 Telecommuting Support ¹		Combined with item #75							0.0000	0.0000	0.0000	0.0000							C
95	1997-02	MCG	Germantown Transit Center	X				2005		0.0023	0.0060	0.0021	0.0049	0.0016	0.0035	0.0015	0.0029	0.0015	0.0029	C (TCM)	
102	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998	0.0023	0.0060	0.0021	0.0049							SP (TCM)	

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TRANSPORTATION EMISSION REDUCTION MEASURES
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NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category *
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040		
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
106	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X				1977 on-going	0.0009	0.0002	0.0008	0.0001	0.0007	0.0001	0.0006	0.0001	0.0006	0.0001	C	
107	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X				1977 on-going	0.0000	0.0002	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	C	
108	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X				2005	Stopped	0.0621	0.1797	0.0564	0.1468	0.1340	0.1827	0.3120	0.4810		SP	
109	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0004	0.0004	0.0004	0.0003	0.0003	0.0002	0.0002	0.0002	0.0002	C	
110	1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		C	
111	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999	0.0351	0.1086	0.0318	0.0887						SP	
112	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing	0.0062	0.0181	0.0057	0.0148						SP	
113	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing	0.0008	0.0013	0.0007	0.0011						SP	
114	1998-03	FDC	Frederick County Bus Replacement	X						0.0008	0.0000	0.0007	0.0000						SP	
117	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X				1999	2009	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
118	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0005	0.0006	0.0004	0.0005	0.0003	0.0003	0.0003	0.0002	0.0003	0.0002	TR
119	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003	n/a	n/a	n/a	n/a						SP	
121	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001	0.0826	0.2593	0.0750	0.2118						SP	
122	97 & 98 TIP	REGION	M-101a Mass Marketing Campaign (Consumer)			X		2005	2005	0.0206	0.0251	0.0187	0.0205	0.0145	0.0144	0.0129	0.0119	0.0128	0.0118	C
123	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.0037	0.0114	0.0033	0.0093	0.0026	0.0066	0.0023	0.0054	0.0023	0.0054	C
124	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	0.0057	-0.0012	0.0052	-0.0010	0.0041	-0.0005	0.0037	-0.0004	0.0037	-0.0003	TR
125	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0005	0.0006	0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
126	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003	0.0031	0.0034	0.0028	0.0027							SP
127	1999-04	VDOT	VA 234 Bike Trail			X		2001	2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.0115	0.0174	0.0104	0.0142	0.0082	0.0100	0.0073	0.0083	0.0073	0.0083	C
131	2000-05	MDOT	Various park and Ride Lots	X				2002	2003	0.0032	0.0103	0.0029	0.0084	0.0023	0.0059	0.0020	0.0049	0.0020	0.0049	C
132	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0014	0.0000	0.0013	0.0000	0.0016	0.0000	0.0009	0.0000	0.0009	0.0000	TR
133	2000-05	VDOT	250 Spaces at Gambrell/Hoopes Rds. Park and Ride	X				2002	2004	0.0032	0.0057	0.0029	0.0047	0.0023	0.0033	0.0020	0.0027	0.0020	0.0027	C
134	2000-05	VDOT	300 Spaces at Backlick Rd	X				2003	2007	0.0023	0.0041	0.0021	0.0034	0.0016	0.0024	0.0015	0.0020	0.0015	0.0020	C
135	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0032	0.0032	0.0029	0.0026	0.0023	0.0018	0.0020	0.0015	0.0020	0.0015	C
136	2000-05	VDOT	Columbia Pike Trail	X				2000	2009	0.0028	0.0025	0.0025	0.0021	0.0020	0.0015	0.0018	0.0012	0.0017	0.0012	C
137	2000-05	VDOT	Lee Highway trail	X				2000	2007	0.0014	0.0013	0.0013	0.0010	0.0010	0.0007	0.0009	0.0006	0.0009	0.0006	C
138	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
139	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0037	0.0054	0.0033	0.0044	0.0026	0.0031	0.0023	0.0026	0.0023	0.0026	C
140	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0188	0.0079	0.0171	0.0065	0.0134	0.0046	0.0120	0.0038	0.0119	0.0038	C
141	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.0468	0.0605	0.0425	0.0494	0.0333	0.0348	0.0298	0.0288	0.0296	0.0288	C
142	2002-07	WMATA	100 CNG buses	X				2002		0.0000	0.0912	0.0000	0.0745							SP (TCM)
143	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.1636	0.0000	0.1485	0.0000	0.4300	0.0000	0.4300	0.0000	0.4271	0.0000	H (TCM)
144	2003-08	DC	Replace 29 12 Taxicabs with CNG cabs				X	2005	2006	0.0069	0.0105	0.0063	0.0086							H
145	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.0120	0.0209	0.0120	0.0209	0.0094	0.0130	0.0085	0.0089	0.0084	0.0089	TR
146	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X				2005	2008	0.0076	0.0056	0.0069	0.0046	0.0054	0.0032	0.0049	0.0027	0.0048	0.0027	C (TCM)
147	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0011	0.0006	0.0010	0.0005	0.0008	0.0004	0.0007	0.0003	0.0007	0.0003	C (TCM)
148	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0016	0.0021	0.0014	0.0017	0.0011	0.0012	0.0010	0.0010	0.0010	0.0010	C (TCM)
149	2003-08	DC	CNG Rental Cars (18)				X	2005		0.0000	0.0001	0.0000	0.0001							SP

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				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030			2040	
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		VOC	NOX
150	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X				2005	2004	0.0287	0.0371	0.0261	0.0303	0.0204	0.0213	0.0183	0.0177	0.0182	0.0176	C
151	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004	0.0000	0.0013	0.0000	0.0011							H (TCM)
152	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.0105	0.0134	0.0095	0.0109	0.0074	0.0077	0.0067	0.0064	0.0066	0.0064	C
153	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.0627	0.0817	0.0569	0.0667	0.0445	0.0470	0.0399	0.0390	0.0397	0.0389	C
155	2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005		0.0015	0.0028	0.0013	0.0023							C
156	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0021	0.0031	0.0019	0.0026	0.0015	0.0018	0.0013	0.0015	0.0013	0.0015	C
157	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0040	0.0073	0.0036	0.0059	0.0028	0.0042	0.0025	0.0035	0.0025	0.0035	C
158	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.0287	0.0439	0.0261	0.0358	0.0204	0.0252	0.0183	0.0209	0.0182	0.0209	C
159	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.0065	0.0105	0.0059	0.0086	0.0046	0.0060	0.0041	0.0050	0.0041	0.0050	C
160	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0007	0.0009	0.0007	0.0008	0.0005	0.0005	0.0005	0.0005	0.0005	0.0004	C
161	2003-08	Regional	Regional Traveler Information Systems			X		2005	A,2000 befo	0.0826	0.3844	0.0750	0.3139	0.0594	0.1701	0.0533	0.1157	0.0530	0.1154	TR
162	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.0129	0.0166	0.0117	0.0136	0.0091	0.0096	0.0082	0.0079	0.0081	0.0079	C
163	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0037	0.0070	0.0033	0.0057	0.0026	0.0040	0.0025	0.0036	0.0024	0.0036	C (TCM)
164	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0025	0.0032	0.0023	0.0026	0.0018	0.0018	0.0016	0.0015	0.0016	0.0015	C
165	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0005	0.0006	0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
166	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004		0.0000	0.0001	0.0000	0.0001							SP
167	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0009	0.0011	0.0008	0.0009	0.0006	0.0006	0.0005	0.0005	0.0005	0.0005	C
168	2003-08	MCG	Annual Sidewalk Program	X				2004		0.0137	0.0177	0.0124	0.0144	0.0097	0.0102	0.0087	0.0084	0.0087	0.0084	C
169	2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0030	0.0036	0.0027	0.0029	0.0021	0.0020	0.0019	0.0017	0.0019	0.0017	C
170	2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0071	0.0070	0.0064	0.0057	0.0050	0.0040	0.0045	0.0033	0.0045	0.0033	C
171	2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0046	0.0052	0.0042	0.0043	0.0033	0.0030	0.0029	0.0025	0.0029	0.0025	C
172	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0075	0.0098	0.0068	0.0080	0.0053	0.0057	0.0048	0.0047	0.0047	0.0047	C
173	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0026	0.0011	0.0024	0.0009	0.0018	0.0006	0.0017	0.0005	0.0016	0.0005	C
174	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0023	0.0010	0.0021	0.0008	0.0016	0.0006	0.0015	0.0005	0.0014	0.0005	C
175	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.0113	0.0216	0.0103	0.0176	0.0080	0.0124	0.0072	0.0103	0.0072	0.0103	C
176	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0010	0.0012	0.0009	0.0010	0.0007	0.0007	0.0006	0.0006	0.0006	0.0006	C
177	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0003	0.0005	0.0003	0.0004	0.0002	0.0003	0.0002	0.0002	0.0002	0.0002	C
178	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0017	0.0026	0.0016	0.0021	0.0012	0.0015	0.0011	0.0012	0.0011	0.0012	C
179	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0006	0.0008	0.0005	0.0007	0.0004	0.0005	0.0004	0.0004	0.0004	0.0004	C
180	2003-08	VDOT	Commuter Choice	X				2005		0.0008	0.0009	0.0007	0.0008	0.0005	0.0005	0.0005	0.0004	0.0005	0.0004	C
181	2003-08	VDOT	Employer Shuttle Services				X	2005		0.0091	0.0111	0.0083	0.0091	0.0065	0.0064	0.0058	0.0053	0.0058	0.0053	C
184	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006	0.0011	0.0017	0.0010	0.0014							C
185	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0009	0.0017	0.0009	0.0014	0.0007	0.0010	0.0006	0.0008	0.0006	0.0008	C
187	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0013	0.0019	0.0011	0.0016	0.0009	0.0011	0.0008	0.0009	0.0008	0.0009	C
190	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008	0.0000	0.0000	0.0000	0.0000							C
191	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0015	0.0026	0.0014	0.0021	0.0011	0.0015	0.0010	0.0012	0.0010	0.0012	C
192	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.0090	0.0149	0.0082	0.0122	0.0064	0.0086	0.0058	0.0071	0.0057	0.0071	C
193	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.0117	0.0223	0.0106	0.0182	0.0083	0.0128	0.0074	0.0106	0.0074	0.0106	C
196	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.0016	0.0585	0.0015	0.0478							SP (TCM)
197	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06	0.0064	0.2284	0.0058	0.1866							SP

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				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030			2040			
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		VOC	NOX		
198	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.0107	0.0507	0.0098	0.0414									SP
199	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0006	0.0012	0.0006	0.0010	0.0005	0.0007	0.0004	0.0006	0.0004	0.0006			C
200	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0010	0.0013	0.0009	0.0010	0.0007	0.0007	0.0006	0.0007	0.0006	0.0007			C (TCM)
202	2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.004	0.009	0.004	0.007	0.0055	0.0133							SP
203	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.0358	0.1094	0.0325	0.0893	0.0459	0.1628							SP
204	2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.006	0.008	0.005	0.007	0.0043	0.0047	0.0038	0.0039	0.0038	0.0039			C
205	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0021	0.0040	0.0019	0.0033	0.0015	0.0023	0.0013	0.0019	0.0013	0.0019			C
206	2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.0106	0.0139	0.0096	0.0114	0.0075	0.0080	0.0067	0.0067	0.0067	0.0066			C
207	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.0075	0.0111	0.0068	0.0090	0.0053	0.0064	0.0048	0.0053	0.0047	0.0053			C
208	2003-08	MDOT	CNG Fueling Stations				X	2005		0.0989	0.0786	0.0898	0.0642									SP
209	2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					SP
210	2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					SP
211	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0011	0.0015	0.0010	0.0012	0.0008	0.0008	0.0007	0.0007	0.0007	0.0007			C (TCM)
212	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0001	0.0003	0.0001			C
213	2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.002	0.002	0.002	0.002	0.0018	0.0014	0.0016	0.0012	0.0016	0.0012			C
214	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.0438	0.0574	0.0398	0.0469	0.0311	0.0330	0.0279	0.0274	0.0277	0.0273			C
215	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0048	0.0058	0.0043	0.0047	0.0034	0.0033	0.0030	0.0028	0.0030	0.0028			C
216	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.0517	0.0807	0.0470	0.0659	0.0367	0.0464	0.0330	0.0385	0.0327	0.0384			C
217	2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005		0.0185	0.0873	0.0168	0.0713									H
218	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.0553	0.0862	0.0502	0.0704	0.0392	0.0496	0.0352	0.0411	0.0350	0.0410			C
219	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.0123	0.0158	0.0111	0.0129	0.0087	0.0091	0.0078	0.0076	0.0078	0.0075			C
220	2003-08	REGION	Signal System Optimization	X				2005	2005	0.3174	0.0762	0.3174	0.0762	0.2509	0.0475	0.2252	0.0324	0.2194	0.0310			TR
221	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0007	0.0011	0.0006	0.0009	0.0005	0.0007	0.0005	0.0005	0.0004	0.0005			C
222	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007					Credits shown in TS 221 (for 99 spaces)								
223	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 spaces)	X				2008	2008	0.0005	0.0009	0.0005	0.0007	0.0004	0.0005	0.0003	0.0004	0.0003	0.0004			
224	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 spaces)			X		2011	2011					Credits included in TS 224 (for 37+ 39 spaces)								
225	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 spaces)			X		2010	2010	0.0007	0.0011	0.0006	0.0009	0.0005	0.0007	0.0005	0.0006	0.0005	0.0006			
226	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 spaces)	X				2009	2009	0.0011	0.0019	0.0010	0.0015	0.0008	0.0011	0.0007	0.0009	0.0007	0.0009			
227	2008-13	MDOT	MDOT Sygal System Reviewing			X		2010	on-going					Credits shown in Regional signal TERM - TS 220								
228	2008-13	MDOT	MDOT Takoma Langely Transit Center			X		2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			
Available Emissions Credits										1.960	3.292	1.810	2.707	1.483	1.167	1.335	0.800	1.322	0.796			

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)
Part A - Daily Ozone Precursor Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Duty Vehicles), SP- Specific Vehicle Type

NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category	
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040			
										VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx		
221	1995-00 TIP	REGION	M-24 Speed Limit Adherence	X				2010		-0.0058	0.1838	-0.0053	0.1501	-0.0021	0.1206	0.0005	0.0377	0.0005	0.0376		TR
222	1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0008	0.0027	0.0007	0.0022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		-
223	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0016	0.0054	0.0014	0.0044	0.0009	0.0030	0.0003	0.0007	0.0003	0.0007		C
224	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0008	0.0027	0.0007	0.0022	0.0004	0.0015	0.0001	0.0003	0.0001	0.0003		C
225	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	0.0000	0.0000	0.1745	0.3000	0.3490	0.6000	0.3467	0.5984		H
226	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.0000	0.0000	0.1560	0.2400	0.1560	0.2400	0.1550	0.2394		H
227	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0000	0.0067	0.0000	0.0055	0.0000	0.0038	0.0000	0.0009	0.0000	0.0009		C
228	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0000	0.0000	0.0004	0.0012	0.0003	0.0007	0.0003	0.0007		C
229	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.0000	0.0134	0.0000	0.0110	0.0000	0.0076	0.0000	0.0017	0.0000	0.0017		C
230	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0000	0.0000	0.0002	0.0005	0.0001	0.0003	0.0001	0.0003		C
231	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0000	0.0007	0.0000	0.0005	0.0000	0.0004	0.0000	0.0001	0.0000	0.0001		C
232	1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		-
233	1997-02 TIP	MGC	Silver Spring Transit Access							0.0000	0.0007	0.0000	0.0005	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002		C
234	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.0039	0.0128	0.0035	0.0104	0.0021	0.0072	0.0007	0.0017	0.0007	0.0017		C

CLRP TOTAL										0.0004	0.2194	0.0004	0.1792	0.0019	0.1424	0.0022	0.0434	0.0021	0.0432
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CLRP + TIP TOTAL										1.960	3.511	1.811	2.886	1.485	1.310	1.337	0.843	1.324	0.840
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DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

IMPLEMENTATION STATUS:

- FULL = project is completed as planned at the time of analysis.
- SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
- UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
- REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

- PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
- ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED projects

- Emissions credits are not counted in total available emissions credits
- 1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- 2 Line item 108 & 219 credits are taken only for year 2010

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM_{2.5} and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category *			
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030			2040		
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx		PM _{2.5}	Precursor NOx	
9	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
19	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
20	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
38	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
39	1995-00	MDOT	Signal Systems - MD 355 I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
44	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
48	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C (TCM)	
49	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0899	1.6680	0.0891	1.3479	0.0891	0.9332	0.0891	0.7745	0.0891	0.6428	C (TCM)	
51	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
52	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
54	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C (TCM)	
56	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0770	1.4297	0.0764	1.1554	0.0764	0.7999	0.0764	0.6639	0.0764	0.5510	C (TCM)	
58	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998											SP (TCM)	
59	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
60	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
61	1995-00	MCG	Bicycle Facilities			X		FY99		0.0064	0.1191	0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C	
62	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0257	0.4766	0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C	
63	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0385	0.7149	0.0382	0.5777	0.0382	0.4000	0.0382	0.3319	0.0382	0.2755	C	
64	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.3339	6.1955	0.3309	5.0066	0.3309	3.4663	0.3309	2.8768	0.3309	2.3875	C (TCM)	
66	1995-00	VDOT	Commuter Lots - District Wide			X		varies	1995, 2001	0.1059	1.9659	0.1050	1.5886	0.1050	1.0999	0.1050	0.9128	0.1050	0.7576	C	
67	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
68	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0321	0.5957	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C	
69	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0546	1.0127	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C	
70	1995-00	VDOT	Improved Access to Metrorail Stations (VRE 2 Str)			X		varies	2000-2012	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
71	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
72	1995-00	DC	Bicycle Facilities	X						0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
73	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	1.8071	10.0098	1.7913	8.0999	1.7913	5.6245	1.7913	4.6985	1.7913	3.8994	C	
74	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.6254	2.8564	0.6199	2.3115	0.6199	1.6052	0.6199	1.3412	0.6199	1.1131	C	
75	1995-00	REGION	M-92 Telecommuting Support	X					on-going	1.2997	13.8096	1.2883	11.1658	1.2883	7.7400	1.2883	6.4410	1.2883	5.3456	C	
77	1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
79	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
81	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
82	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
83	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above									SP		
85	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
90	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	3.7592	106.7395	3.7262	86.3012	3.7262	59.8168	3.7262	49.7675	3.7262	41.3035	C	
91	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0225	0.4170	0.0223	0.3370	0.0223	0.2333	0.0223	0.1936	0.0223	0.1607	C	
92	STADIUM ANALYSIS	M-92 Telecommuting Support ¹	Combined with item #75																		C
95	1997-02	MCG	Germantown Transit Center	X				2005		0.0610	1.1319	0.0605	0.9147	0.0605	0.6333	0.0605	0.5256	0.0605	0.4362	C (TCM)	
102	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998											SP (TCM)	
106	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0016	0.0298	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C	

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM_{2.5} and Precursor NO_x Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION										Project Category *
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040		
										PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	
107	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0016	0.0298	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C
108	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X					2005 Stopped											SP
109	1997-02	REGION	M-70b Employer Outreach for Bicycles	X					1998 on going	0.0035	0.0734	0.0035	0.0591	0.0035	0.0406	0.0035	0.0331	0.0035	0.0274	C
110	1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X		1999 delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			C
111	1998-03	WMATA	Bus Replacement (108 buses)	X					1999											SP
112	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing											SP
113	1998-03	PG	Prince George's County Bus Replacement	X					1998 Ongoing											SP
114	1998-03	FDC	Frederick County Bus Replacement	X																SP
117	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X					1999 2009	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
118	1998-03	VDOT	Northern Virginia Turn Bays	X					2000 1998	0.0057	0.1049	0.0056	0.0847	0.0056	0.0587	0.0056	0.0487	0.0056	0.0404	TR
119	1998-03	VDOT	Fairfax City Bus Replacement	X					2001 2003	n/a	n/a									SP
121	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X					2001 2001											SP
122	97 & 98 TIP	REGION	M-101a Mass Marketing Campaign (Consumer)				X		2005	0.2176	4.7391	0.2157	3.8259	0.2157	2.6432	0.2157	2.1831	0.2157	1.8119	C
123	1999-04	MDOT	Various Park and Ride Lots (I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X				2001/1999	0.1156	2.1446	0.1146	1.7331	0.1146	1.1999	0.1146	0.9958	0.1146	0.8265	C
124	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X					2000 2002	-0.0113	-0.2097	-0.0112	-0.1695	-0.0112	-0.1173	-0.0112	-0.0974	-0.0112	-0.0808	TR
125	1999-04	VDOT	Transit Center at 7 Corners	X					2002 2001	0.0064	0.1191	0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C
126	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X					2000 2003											SP
127	1999-04	VDOT	VA 234 Bike Trail			X			2001 2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	1999-04	VDOT	PRTC Ridesharing	X					on-going 2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.1766	3.2765	0.1750	2.6477	0.1750	1.8331	0.1750	1.5214	0.1750	1.2626	C
131	2000-05	MDOT	Various park and Ride Lots	X					2002 2003	0.1044	1.9368	0.1035	1.5651	0.1035	1.0836	0.1035	0.8993	0.1035	0.7464	C
132	2000-05	MDOT	Signal Systems	X					Varies on-going	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
133	2000-05	VDOT	250 Spaces at Gambrill/Hoopes Rds. Park and Ride	X					2002 2004	0.0578	1.0723	0.0573	0.8665	0.0573	0.5999	0.0573	0.4979	0.0573	0.4132	C
134	2000-05	VDOT	300 Spaces at Backlick Rd	X					2003 2007	0.0417	0.7744	0.0414	0.6258	0.0414	0.4333	0.0414	0.3596	0.0414	0.2984	C
135	2000-05	VDOT	Accotink-Gateway Connector Trail	X					2002 2005	0.0321	0.5957	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C
136	2000-05	VDOT	Columbia Pike Trail			X			2000 2009	0.0257	0.4766	0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C
137	2000-05	VDOT	Lee Highway trail	X					2000 2007	0.0128	0.2383	0.0127	0.1926	0.0127	0.1333	0.0127	0.1106	0.0127	0.0918	C
138	2000-05	VDOT	Arlington Bus Shelter Improvements	X					2005 2005	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
139	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0546	1.0127	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C
140	2000-05	MDOT	East/West Intersection Improvements			X			2005 2005	0.0803	1.4893	0.0795	1.2035	0.0795	0.8332	0.0795	0.6915	0.0795	0.5739	C
141	2001-06	Feds	Federal Transit/Ridesharing subsidy	X					on-going	0.6131	11.3783	0.6078	9.1949	0.6078	6.3660	0.6078	5.2833	0.6078	4.3848	C
142	2002-07	WMATA	100 CNG buses	X					2002											SP (TCM)
143	2002-07	WMATA	ULSD with CRT filters	X					2006 Jun-06	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	H (TCM)
144	2003-08	DC	Replace 29 12 Taxicabs with CNG cabs				X		2005 2006											H
145	2003-08	DC	D.C. Incident Response & Traffic Management System	X					2005 2004	0.2786	5.1694	0.2761	4.1774	0.2761	2.8922	0.2761	2.4003	0.2761	1.9921	TR
146	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X					2005 2008	0.0432	1.0919	0.0428	0.8824	0.0428	0.6134	0.0428	0.4896	0.0428	0.4064	C (TCM)
147	2003-08	DC	Bicycle Racks in D. C. (500)	X					2005 2004	0.0040	0.1242	0.0040	0.1004	0.0040	0.0699	0.0040	0.0547	0.0040	0.0454	C (TCM)
148	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X					2005 2003	0.0208	0.3880	0.0206	0.3135	0.0206	0.2171	0.0206	0.1800	0.0206	0.1494	C (TCM)
149	2003-08	DC	CNG Rental Cars (18)				X		2005											SP
150	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X					2005 2004	0.3721	6.9884	0.3688	5.6474	0.3688	3.9106	0.3688	3.2400	0.3688	2.6889	C
151	2003-08	DC	CNG Refuse Haulers (2)	X					2005 2004											H (TCM)

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM_{2.5} and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION										Project Category *
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040		
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	
152	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.1337	2.5207	0.1325	2.0370	0.1325	1.4106	0.1325	1.1681	0.1325	0.9694	C
153	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.8217	15.3849	0.8145	12.4326	0.8145	8.6087	0.8145	7.1356	0.8145	5.9220	C
155	2003-08	MDOT	Employer Vanpool Program (WVB)				X	2005												C
156	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0329	0.5860	0.0326	0.4735	0.0326	0.3276	0.0326	0.2735	0.0326	0.2270	C
157	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0710	1.2043	0.0704	0.9732	0.0704	0.6728	0.0704	0.5660	0.0704	0.4697	C
158	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.4614	8.2168	0.4574	6.6401	0.4574	4.5942	0.4574	3.8360	0.4574	3.1836	C
159	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.1117	1.9598	0.1108	1.5837	0.1108	1.0955	0.1108	0.9168	0.1108	0.7609	C
160	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0095	0.1778	0.0094	0.1437	0.0094	0.0995	0.0094	0.0824	0.0094	0.0684	C
161	2003-08	Regional	Regional Traveler Information Systems			X		2005	VA:2000 before	3.6326	67.4116	3.6007	54.4758	3.6007	37.7158	3.6007	31.3014	3.6007	25.9780	TR
162	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.1668	3.1334	0.1654	2.5321	0.1654	1.7534	0.1654	1.4527	0.1654	1.2056	C
163	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0772	1.2994	0.0765	1.0500	0.0765	0.7258	0.0765	0.6113	0.0765	0.5073	C (TCM)
164	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0319	0.6008	0.0316	0.4855	0.0316	0.3362	0.0316	0.2784	0.0316	0.2310	C
165	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0065	0.1210	0.0064	0.0978	0.0064	0.0677	0.0064	0.0561	0.0064	0.0466	C
166	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004												SP
167	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0111	0.2081	0.0110	0.1682	0.0110	0.1164	0.0110	0.0965	0.0110	0.0801	C
168	2003-08	MCG	Annual Sidewalk Program	X				2004		0.1772	3.3278	0.1756	2.6892	0.1756	1.8622	0.1756	1.5428	0.1756	1.2804	C
169	2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0348	0.6726	0.0345	0.5435	0.0345	0.3765	0.0345	0.3107	0.0345	0.2579	C
170	2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0628	1.3251	0.0623	1.0708	0.0623	0.7427	0.0623	0.6058	0.0623	0.5028	C
171	2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0500	0.9877	0.0496	0.7982	0.0496	0.5531	0.0496	0.4550	0.0496	0.3776	C
172	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0991	1.8493	0.0983	1.4944	0.0983	1.0347	0.0983	0.8581	0.0983	0.7122	C
173	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0038	0.2227	0.0038	0.1800	0.0038	0.1259	0.0038	0.0944	0.0038	0.0783	C
174	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0033	0.1949	0.0033	0.1575	0.0033	0.1102	0.0033	0.0826	0.0033	0.0685	C
175	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.2387	4.0174	0.2366	3.2465	0.2366	2.2442	0.2366	1.8900	0.2366	1.5685	C
176	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0125	0.2350	0.0124	0.1899	0.0124	0.1315	0.0124	0.1090	0.0124	0.0904	C
177	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0050	0.0888	0.0049	0.0717	0.0049	0.0496	0.0049	0.0414	0.0049	0.0344	C
178	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0276	0.4908	0.0273	0.3966	0.0273	0.2744	0.0273	0.2291	0.0273	0.1901	C
179	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0081	0.1500	0.0080	0.1212	0.0080	0.0839	0.0080	0.0696	0.0080	0.0578	C
180	2003-08	VDOT	Commuter Choice	X				2005		0.0092	0.1764	0.0091	0.1426	0.0091	0.0988	0.0091	0.0816	0.0091	0.0677	C
181	2003-08	VDOT	Employer Shuttle Services				X	2005		0.1090	2.0943	0.1081	1.6924	0.1081	1.1723	0.1081	0.9682	0.1081	0.8035	C
184	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006											C
185	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0189	0.3212	0.0188	0.2595	0.0188	0.1794	0.0188	0.1509	0.0188	0.1253	C
187	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0206	0.3648	0.0204	0.2948	0.0204	0.2040	0.0204	0.1704	0.0204	0.1414	C
190	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008											C
191	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0282	0.4885	0.0280	0.3948	0.0280	0.2730	0.0280	0.2289	0.0280	0.1900	C
192	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.1603	2.7917	0.1589	2.2560	0.1589	1.5604	0.1589	1.3072	0.1589	1.0848	C
193	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.2462	4.1440	0.2440	3.3488	0.2440	2.3149	0.2440	1.9495	0.2440	1.6180	C
196	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004											SP (TCM)
197	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06											SP
198	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004											SP
199	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0134	0.2253	0.0133	0.1821	0.0133	0.1259	0.0133	0.1060	0.0133	0.0880	C
200	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bke Racks)	X				2005	2004	0.0129	0.2412	0.0128	0.1949	0.0128	0.1350	0.0128	0.1119	0.0128	0.0929	C (TCM)

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM_{2.5} and Precursor NO_x Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION										Project Category *	
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040			
										PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x		
202	2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.0497	0.9214	0.0492	0.7446	0.0492	0.5155						SP
203	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses				X	2005	Ongoing	0.6078	11.2788	0.6024	9.1145	0.6024	6.3103						SP
204	2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)					2005		0.0831	1.5336	0.0824	1.2393	0.0824	0.8580	0.0824	0.7126	0.0824	0.5914		c
205	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)				X	2005	2005	0.0440	0.7416	0.0436	0.5993	0.0436	0.4143	0.0436	0.3488	0.0436	0.2895		c
206	2003-08	MDOT	Additional Bike Lockers at Metro-Stations					2005		0.1407	2.6246	0.1395	2.1210	0.1395	1.4685	0.1395	1.2179	0.1395	1.0107		c
207	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location				X	2005	2005	0.1154	2.0730	0.1144	1.6752	0.1144	1.1592	0.1144	0.9667	0.1144	0.8023		c
208	2003-08	MDOT	CNG Fueling Stations					2005													SP
209	2003-08	MDOT	Gas cap replacements (ROP Credit)					2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		SP
210	2003-08	MDOT	Gas can turnover (ROP Credit)					2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		SP
211	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0149	0.2781	0.0148	0.2247	0.0148	0.1556	0.0148	0.1290	0.0148	0.1071		C (TCM)
212	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk				X	2005	Ongoing	0.0022	0.0603	0.0022	0.0487	0.0022	0.0339	0.0022	0.0268	0.0022	0.0223		c
213	2003-08	MDOT	Transit Prioritization - Queue Jumps					2005		0.0227	0.4735	0.0225	0.3827	0.0225	0.2654	0.0225	0.2168	0.0225	0.1799		c
214	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.5782	10.8048	0.5732	8.7314	0.5732	6.0457	0.5732	5.0126	0.5732	4.1601		c
215	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)				X	2005	Ongoing	0.0572	1.0973	0.0567	0.8868	0.0567	0.6142	0.0567	0.5074	0.0567	0.4211		c
216	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.8541	15.1122	0.8466	12.2123	0.8466	8.4488	0.8466	7.0611	0.8466	5.8602		c
217	2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles					2005													H
218	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.9121	16.1390	0.9041	13.0421	0.9041	9.0228	0.9041	7.5408	0.9041	6.2584		c
219	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.1588	2.9825	0.1574	2.4102	0.1574	1.6690	0.1574	1.3828	0.1574	1.1476		c
220	2003-08	REGION	Signal System Optimization	X				2005	2005	1.0154	18.8425	1.0065	15.2268	1.0065	10.5421	1.0065	8.7492	1.0065	7.2612		TR
221	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0122	0.2129	0.0121	0.1720	0.0086	0.0831	0.0086	0.0709	0.0086	0.0589		c
222	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007												
223	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 spaces)	X				2008	2008	0.0094	0.1634	0.0093	0.1321	0.0093	0.0913	0.0093	0.0765	0.0093	0.0635		
224	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 spaces)					2011	2011												
225	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 spaces)				X	2010	2010	0.0124	0.2150	0.0123	0.1738	0.0123	0.1202	0.0123	0.1007	0.0123	0.0836		
226	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 spaces)	X				2009	2009	0.0203	0.3526	0.0201	0.2850	0.0201	0.1971	0.0201	0.1652	0.0201	0.1371		
227	2008-13	MDOT	MDOT Syglal System Reviewing				X	2010	on-going												
228	2008-13	MDOT	MDOT Takoma Langely Transit Center				X	2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Available Emissions Credits										17.811	389.360	17.655	314.694	15.744	198.753	15.141	159.918	15.141	132.721		

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TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)
Part B - Yearly PM_{2.5} and Precursor NOx Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category		
				FULL	SCALED-BACK	UNDER-WAY	REMOVED			2015		2017		2020		2030			2040	
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx		PM _{2.5}	Precursor NOx
221	1995-00 TIP	REGION	M-24 Speed Limit Adherence					2010		1.8635	34.5809	1.8471	27.9451	2.1072	22.0719	0.7941	6.9030	0.7941	5.7290	TR
222	1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0272	0.5056	0.0270	0.4086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
223	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0545	1.0113	0.0540	0.8172	0.0531	0.5559	0.0147	0.1279	0.0147	0.1062	C
224	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0272	0.5056	0.0270	0.4086	0.0265	0.2780	0.0074	0.0640	0.0074	0.0531	C
225	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	0.0000	0.0000	5.2412	54.8984	12.6415	109.8936	12.6415	91.2039	H
226	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.0000	0.0000	4.1929	43.9187	5.0566	43.9574	5.0566	36.4816	H
227	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0681	1.2641	0.0675	1.0215	0.0663	0.6949	0.0184	0.1599	0.0184	0.1327	C
228	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0000	0.0000	0.0218	0.2280	0.0147	0.1279	0.0147	0.1062	C
229	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.1362	2.5282	0.1350	2.0430	0.1327	1.3898	0.0368	0.3199	0.0368	0.2655	C
230	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0000	0.0000	0.0082	0.0855	0.0055	0.0480	0.0055	0.0398	C
231	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0068	0.1264	0.0068	0.1022	0.0066	0.0695	0.0018	0.0160	0.0018	0.0133	C
232	1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	1997-02 TIP	MGC	Silver Spring Transit Access							0.0068	0.1264	0.0068	0.1022	0.0054	0.0570	0.0037	0.0320	0.0037	0.0265	C
234	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.1294	2.4018	0.1283	1.9409	0.1261	1.3204	0.0350	0.3039	0.0350	0.2522	C
CLRP TOTAL										0.3610	41.2806	0.3579	33.3591	0.3804	26.0561	0.1196	7.9425	0.1196	6.5917	
CLRP + TIP TOTAL										18.172	430.641	18.013	348.053	16.124	224.809	15.261	167.861	15.261	139.313	

DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

IMPLEMENTATION STATUS:

- FULL = project is completed as planned at the time of analysis.
- SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
- UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
- REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

- PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
- ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED

- projects Emissions credits are not counted in total available emissions credits
- 1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- 2 Line item 108 & 219 credits are taken only for year 2010

ITEM 10 – Action
December 19, 2012

Approval of a TPB Letter to the Legislatures of the District of Columbia, Maryland and Virginia Expressing Support for Action on Transportation Funding

Staff Recommendation: Approve the enclosed draft letter to the legislatures of the District of Columbia, Maryland and Virginia which expresses TPB support for increases in transportation funding.

Issues: None

Background: At its November 28 meeting, the Board was briefed on the performance of the 2012 Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. One of the most significant regional challenges highlighted by the 2012 CLRP is the need for additional funding for both transit and roadways to address maintenance and rehabilitation requirements and capacity improvements needed to accommodate a growing region.

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

DRAFT

December 13, 2012

Dear Governor, Mayor, or Legislative Representative:

At its meeting on November 28, 2012, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, was briefed on the most recent population, household, and employment forecasts for the region through 2040, and on the expected performance over that period of the financially constrained long range transportation plan (CLRP) adopted by the TPB in July of 2012. The briefing underscored the urgent need for additional transportation revenues, beyond those identified in the CLRP, to ensure that the region's highway and transit systems are adequately maintained over this period, and that increases in capacity can be provided to support population and employment growth throughout the region in a manner that strengthens coordination between transportation and land use.

The TPB develops forecasts of transportation revenues "reasonably expected to be available" through 2040 for supporting the CLRP, in accordance with federal planning regulations. Current forecasts show the states of Maryland and Virginia and the District of Columbia accounting for 39 percent of the total available revenue through 2040. This state funding is the largest single contributor to the expected revenues, followed by transit fares at 24 percent, the federal government at 18 percent, local governments at 12 percent, and tolls and other private sources at seven percent. The TPB also notes and greatly appreciates the Maryland, Virginia and District of Columbia contributions of \$50

million each annually to match the \$150 million provided by the federal government to address major rehabilitation needs of the Metrorail system.

In recognition of the crucial role of the states of Maryland and Virginia and the District of Columbia in providing transportation funding to the Washington region, TPB members agreed at their November 28 meeting to prepare and transmit a letter to the governors, mayor, and legislative representatives of the three jurisdictions supporting efforts to enact revenue increases for transportation. The present letter was approved by the TPB at its December 19 meeting, and as the 2012 Chairman of the TPB I am pleased to forward it to you on behalf of the Board.

The TPB recognizes that each of the three jurisdictions will need to develop its own approach to raising additional transportation revenue, and the Board does not presume to recommend a specific set of revenue sources for any particular jurisdiction. In general, however, the TPB believes that additional revenues should be sought from:

- increases in fuel taxes and other user-based taxes and fees;
- pricing strategies enabled by emerging technology for all modes of travel, including rates that vary by time of day, type of vehicle, level of emissions, and specific infrastructure segments; and
- inclusion of major transportation investments in legislation to create infrastructure banks or bonding programs.

The TPB also recognizes that needs for transportation maintenance, rehabilitation, and capacity increases will vary considerably throughout each individual jurisdiction. Ideally, new legislative initiatives aimed at raising additional transportation revenues should provide for different areas and locations to obtain the levels of revenue they need without necessarily imposing the same level and type of fees on every area throughout the individual state or jurisdiction. Local option taxes and fees provide one approach to addressing this need, as do mechanisms to encourage private sector

participation in significant transportation investments through development districts, facility-based roadway tolls, or proffers and adequate facilities ordinances designed to reflect additional transportation needs generated by particular development projects. Examples of approaches for raising transportation revenues employed locally and in other states and localities are provided in Attachment A to this letter. This attachment was prepared recently for the TPB by Arlee Reno, the lead author of an analysis of financial resources prepared in support of the 2010 update of the CLRP.

The TPB members and staff would be pleased to provide any specific information that you would find helpful in deliberations about alternate approaches to raising transportation revenues, and to appear before appropriate transportation committees for further discussion of these approaches. Please feel free to contact me directly at tturner@cityofbowie.org, or Ronald Kirby, staff director to the TPB, at rkirby@mwkog.org, if you would like any additional information or consultation.

Thank you for considering the views of the TPB with regard to the very important challenge of raising new transportation revenues.

Sincerely,

Todd M. Turner
Chairman
National Capital Region
Transportation Planning Board

Attachment A

Attachment A

Examples of Approaches for Raising Transportation Revenues

Prepared for the TPB by Arlee Reno

December 2012

(1) **Current Gasoline or Motor Fuel Taxes (Per Gallon)** - The motor fuel tax is the most important source of highway revenue. This is comprised of the taxes on motor fuels such as gasoline, diesel, liquefied petroleum gas, and gasohol. Currently, each jurisdiction collects varying levels of all taxes, including the gasoline tax:

- **Virginia** - 17.5 cents per gallon (last adjusted in 1986) with a two percent tax in localities that are part of the Northern Virginia Transportation District;
- **Maryland** - 23.5 cents per gallon (last adjusted in 1992); and
- **District of Columbia** - 23.5 cents per gallon (last adjusted in 2009).

Each of these jurisdictions is examining how to enhance future revenues, including consideration of such sources as motor fuel taxes, tolls, and other sources.

Revenue options related to motor fuel taxes include: 1) raising the motor fuel excise tax; 2) indexing the motor fuel tax; 3) sales tax on fuel; and 4) other taxes such as an oil company franchise tax (Pennsylvania) or a petroleum business tax (New York).

(2) **Raising the Per Gallon Motor Fuel Tax Rates** - For the entire ten year period of 2000 through 2010, twenty-two (22) states and the District of Columbia changed their motor fuel tax rates. Thus, most states including Maryland and Virginia did not raise fuel taxes even over an entire 10 year period. Seven of those who raised rates through indexing are shown below. Motor fuel taxes account for most of the Federal revenues used for highway and transit programs and for almost half of the revenues used by states to fund highway needs. In addition to being one of the main revenue sources for state highway expenditures, state motor fuel tax levies also are commonly distributed to local governments and are used to pay debt service on bonds issued for transportation projects. Ohio and Washington State are examples of states that have increased the motor fuel per gallon tax in recent years.

- **Ohio.** In 2002, the Ohio Legislature designated a task force to evaluate the status of the state gas tax and to provide recommendations on how to meet

the State's transportation needs. As a result, the motor fuel tax rate was increased by 6 cents per gallon to 28 cents per gallon.

- **Washington.** Motor fuel tax rates have been increased twice in recent years. First, the motor fuel tax rate was increased by five cents per gallon in 2003, and a second motor fuel tax rate increase of 9.5 cents per gallon was enacted in 2005. Washington State previously conducted a comprehensive study of the potential role of tolling and is now conducting a comprehensive study of road usage fees.

FHWA's Highway Statistics reports that locally generated motor fuel taxes accounted for approximately three percent of the total local revenues for highways. Similarly, motor fuel taxes account for a small share of the revenue used for transit expenditures, accounting for two percent of the state and local revenues.

- (3) **Indexing the Fuel Tax to Inflation or Prices** - Indexing the fuel tax can protect existing fuel tax revenues from the impacts of inflation. Currently, several states adjust fuel tax rates based either on the consumer price index (CPI) or on changes in fuel prices. States including Florida, Maine, and Wisconsin adjust their fuel tax rates annually based on inflation. Other states, such as Kentucky, Nebraska, North Carolina, New York, Pennsylvania, and West Virginia, have a variable component that is adjusted based on the price of motor fuel. The table below shows examples of states which have successfully increased revenues by using indexing.

States Which Indexed Rates of Motor Fuel Taxes 2000 to 2010

State	Type of Adjustment	Change in Rate 2000 to 2010 in Cents per Gallon
Wisconsin	Annual	25.8 to 30.9
West Virginia	Annual	25.35 to 32.2
Pennsylvania	Annual	25.9 to 31.2
New York	Annual	21.45 to 24.35
Nebraska	Quarterly	23.9 to 27.1
Maine	Annual	19 to 29.5
Kentucky	Annual	16.4 to 25.6

Source: FHWA Highway Statistics, 2010.

- (4) **Sales Tax on Motor Fuel** - In addition to the traditional motor fuel excise taxes, some states also collect sales taxes on motor fuels, including California (6.0 percent), Georgia (4.0 percent), Hawaii (4.0 percent), Illinois (6.25 percent),

Indiana (6.0 percent), Michigan (6.0 percent), and New York (4.0 percent). These rates do not include any county or local taxes that also may be levied on motor fuel in these states. In some instances, revenues from sales taxes on motor fuel are not completely dedicated for transportation, as is the case of California and Georgia, where a portion goes to the general fund. In Indiana, none of the receipts of sales taxes on motor fuels is dedicated for transportation.

States Which Use Sales Taxes in Addition to Motor Fuel Taxes

State	Price Application	Sales Tax Rate
California	Price including tax	6 %
Colorado	Price including tax	3 %
Connecticut	Petroleum products gross	5 %
Georgia	3% fuels and 1 % sales	4 %
Hawaii	Price excluding st/fed taxes	4 %
Indiana	Price excluding taxes	5 %
Michigan	Price including fed tax	6 %
New York	Price including fed tax	4 %

Source: FHWA Highway Statistics, 2010.

- (5) **Vehicle Miles of Travel (VMT) Fees** - Some states are anticipating a time when the fuel tax may not be adequate to fund transportation improvement needs, and are researching alternative fees based on VMT. The University of Iowa conducted an initial pioneering study on the viability of such a system using global positioning systems (GPS) in 2002.¹ The National Cooperative Highway Research Program (NCHRP) and the I-95 Corridor Coalition have conducted recent research on mileage based user fees, and there is a mileage based user fee group which continues to monitor this topic. The state of Oregon also is continuing to field-test technologies for collecting mileage fees. The Oregon DOT (ODOT) has conducted a pilot test designed to demonstrate the technical and administrative feasibility of implementing an electronic collection system for mileage-based user fees and congestion tolls. Other states and regions have conducted field tests, coordinated by the University of Iowa.
- (6) **Sales Taxes and General Revenues** - Martin Wachs of the Rand Corporation, in a November 2012 presentation "Interconnection of Energy Use, Pricing, and Finance" at a Transportation Research Board conference identified that the

¹ Forkenbrock, David J., and Jon G. Kuhl. *A New Approach to Assessing Road User Charges*. Iowa City, Iowa: Public Policy Center, The University of Iowa, July 2002.

largest sources of recent funding increases for transportation have been general revenues and sales taxes. The Center for Transit Excellence has tracked the success or failure of transit ballot measures for sales taxes and bonding and has documented that from 2003 through 2009 from 65 percent to 83 percent of transit ballot measures were approved each year, illustrating the very substantial public support for well targeted revenue measures.

- (7) **New Toll Roads and High-Occupancy Toll (HOT) Lanes** - HOT lanes are lanes for which single-occupancy vehicles (SOV) buy the right to use the excess capacity available in exclusive lanes that are otherwise reserved for high-occupancy vehicles (HOV) that pay no tolls. HOT lanes allow an SOV to pay a toll to use HOV lanes that have excess capacity. New toll facilities such as the Inter-county Connector and new HOT lanes such as on the Virginia beltway have been major regional initiatives. It has been critical that tolls have been recognized in these projects as not sufficient for funding the entire set of improvements, but as important components of overall funding for the projects. There are few if any new facilities which could be funded entirely from tolls.

The new two year federal reauthorization legislation, MAP 21, makes some modest changes to facilitate toll initiatives. FHWA describes the toll provisions of MAP 21 as follows: "MAP-21 makes changes to the statutory provisions governing tolling on highways that are constructed or improved with Federal funds (23 USC 129). One significant change is the removal of the requirement for an agreement to be executed with the U.S. DOT prior to tolling under the mainstream tolling programs (though such agreements will continue to be required under the toll pilot programs). Other changes include the mainstreaming of tolling new Interstates and added lanes on existing Interstates, which was previously allowed only under the *Interstate System Construction Toll Pilot Program* and the *Express Lanes Demonstration Program*. The *Value Pricing Pilot Program*, which allows congestion pricing, is continued (but without discretionary grants), as is the *Interstate System Reconstruction and Rehabilitation Pilot Program*, which allows tolling of all lanes on an existing Interstate highway when required for reconstruction or rehabilitation. MAP-21 also requires that all Federal-aid highway toll facilities implement technologies or business practices that provide for the interoperability of electronic toll collection by October 1, 2016 (four years after the enactment of MAP-21's new tolling requirements)."

- (8) **Local Option Taxes** - Local options taxes have been adopted in one form or another in at least 46 states.² They include mechanisms such as state-authorized local options sales, gasoline, income, and vehicle taxes and fees. The application and level could be at the local or regional level. These taxes are often dedicated to specific transportation projects or programs. Listed below are specific examples of local option taxes.

² University of California at Berkeley. *Local Options Taxes in the United States*. March 2001.

- **Transportation User Fee.** The City of Austin, Texas utility bills include a “Transportation User Fee” (TUF), which averages \$30 to \$40 annually for a typical household (City of Austin Code 14-10).
- **Local Option Gas Taxes (LOGT) – Florida.** Local governments in Florida have the option of implementing up to 11 cent per gallon on local gas taxes for funding transportation improvement projects, including transit. Of the 67 counties in Florida, 16 counties levy the maximum rate (i.e., 11 cents per gallon) of local gas tax. Most counties levy at least 6 cents per gallon.
- **Vehicle Taxes – Ohio.** Local governments in Ohio can levy up to \$20 in vehicle license registration fees, in increments of \$5.
- **Sales Taxes – Missouri.** Local governments in Missouri have the authority (subject to voters’ approval) to implement local sales taxes, ranging from 0.125 percent to 1 percent, for capital improvements and transportation-specific improvements (including roadways, bridges, and transit capital and operations).
- **Property Taxes – Michigan.** Michigan legislation allows for the implementation of property taxes dedicated to public transportation. In 2004, 13 counties in Michigan voted to continue or increase property taxes to support public transportation investments. In 2005, six property tax proposals were approved by voters.
- **Income or Payroll Taxes – Oregon.** Lane County Transit and the Tri-County Metropolitan Transportation District of Oregon (TriMet) levy 0.6 percent and 0.6418 percent, respectively, in payroll and self-employment taxes, which are dedicated to public transportation.

ITEM 11 - Information

December 19, 2012

Update on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region

Staff

Recommendation: Receive update on TPB staff discussions with the DOTs and WMATA about the implementation of the new Section 5310 Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area.

Issues: None

Background: On October 10, 2012, FTA issued interim guidance on MAP-21 which states that the MPO should initiate discussions on the designated recipient for the new Section 5310 Enhanced Mobility Program. At its November 28 meeting, the Board was briefed on how the new program changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled; and on a potential joint designated recipient for this program in the Washington DC-VA-MD Urbanized Area.

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

MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)

FROM: Wendy Klancher, Principal Transportation Planner

SUBJECT: MAP-21's Section 5310 Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area

DATE: December 10, 2012

The TPB received a short briefing at its November 28, 2012 meeting on MAP-21's Enhanced Mobility Program. This memorandum provides background on this topic and describes the TPB staff proposal for a joint designated recipient arrangement for this program between the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT).

Overview

In 2006, the TPB was designated as the recipient for two SAFETEA-LU Federal Transit Administration (FTA) programs: 1) Job Access and Reverse Commute (JARC), which provided funding for low-income workers to reach employment and employment training activities; and 2) New Freedom, which funded transportation services for persons with disabilities. Since 2006, the TPB has funded 59 JARC and New Freedom grants totaling over \$20 million.

On July 6, 2012 a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law. MAP-21 made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". This memorandum will review the TPB role under SAFETEA-LU, describe the new Section 5310 Enhanced Mobility program defined under MAP-21, and present a TPB staff proposal for implementing this new Section 5310 Enhanced Mobility program in the National Capital Region.

TPB Role in SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs

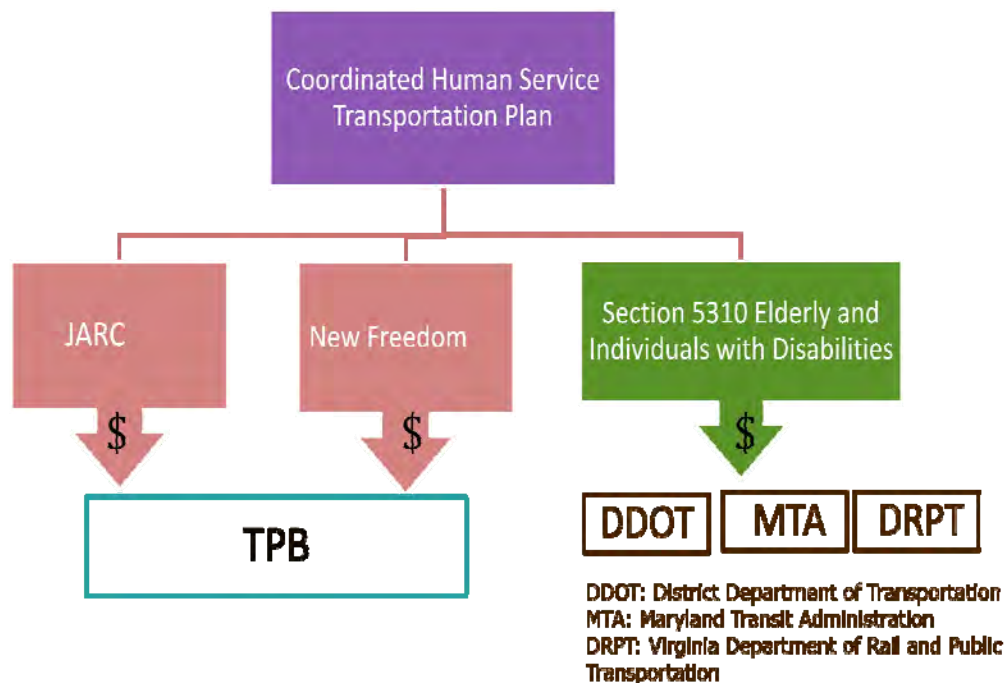
SAFETEA-LU required that projects for JARC, New Freedom and Section 5310 programs be derived from a Coordinated Human Service Transportation Plan ("Coordinated Plan"), as illustrated in Figure 1 below. Figure 1 also shows that under SAFETEA-LU, the TPB served as the Designated Recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area, while the Section 5310 program was administered on a statewide basis by the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public

Transportation (DRPT). The SAFETEA-LU Section 5310 program was for capital projects only, and was primarily used to provide wheelchair-accessible vehicles to non-profit agencies for transportation for older adults and people with disabilities.

The TPB's role under SAFETEA-LU with the JARC and New Freedom programs was to 1) establish a Task Force on human service transportation coordination develop and update a Coordinated Plan, 2) solicit project proposals and select projects, and 3) administer and provide oversight for the grants as the designated recipient of JARC and New Freedom funds. TPB staff reviewed Section 5310 applications from DDOT, MTA and DRPT for consistency with the Coordinated Plan but had no role in selection, administration and oversight of these projects.

The TPB will continue to administer the JARC and New Freedom funds under SAFETEA-LU until all of the funds are expended and the grants are closed-out. In the January to April 2013 timeframe, the TPB will solicit for projects for the remaining JARC and New Freedom funds (\$1.3 million in JARC and \$750,000 in New Freedom). DDOT, MTA and DRPT will continue to administer remaining SAFETEA-LU funds under the old Section 5310 program.

Figure 1: SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs



Changes under MAP-21

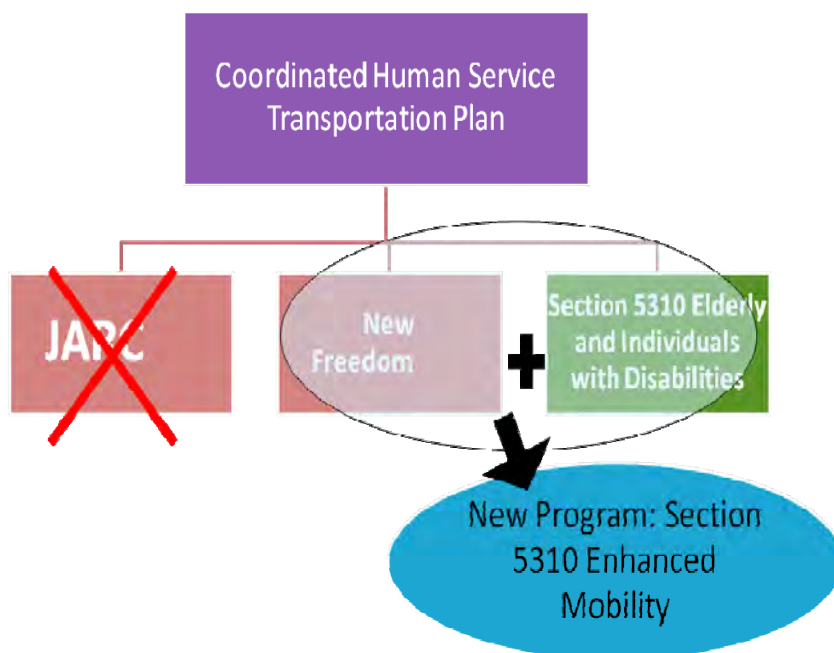
As Figure 2 illustrates, MAP-21 eliminated the JARC program and consolidated the New Freedom and Section 5310 into a new program called the "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program". Job access and reverse commute activities are now an

eligible expense under the Federal Transit Administration’s Section 5307 Urbanized Area Formula Program. Figure 2 also illustrates that MAP-21 retains the requirement for a Coordinated Human Service Transportation Plan, which must be used to guide funding decisions for the new Section 5310 Enhanced Mobility program.

The new Section 5310 Enhanced Mobility program “is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.”¹ Eligible activities are similar to the New Freedom program, and include capital and operating projects such as wheelchair-accessible vehicles, taxi vouchers, travel training on how to use fixed-route transit, and volunteer driver programs. A key new requirement is that MAP-21 requires at least 55 percent of the new Section 5310 Enhanced Mobility program be spent on capital projects, such as the wheelchair-accessible vehicles, and specifically names non-profit organizations as the recommended subrecipient of those grants. As with SAFETEA-LU, operating projects require a 50 percent match, and capital projects require a 20 percent match.

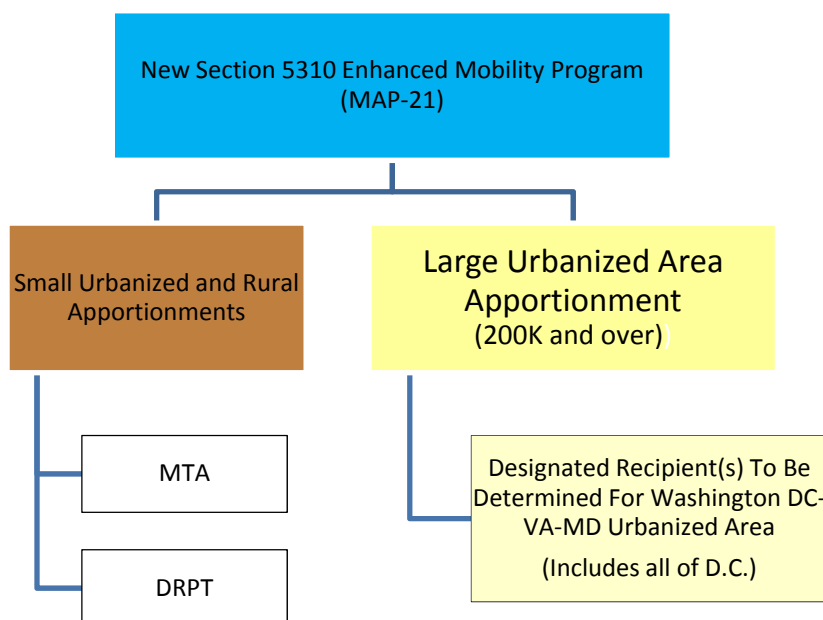
The old Section 5310 program under SAFETEA-LU provided a single apportionment to the state. As shown in Figure 3, the new Section 5310 Enhanced Mobility program under MAP-21 provides an apportionment to the Washington DC-VA-MD Urbanized Area, as well as to Maryland (MTA) and Virginia (DRPT) for rural and small urbanized areas. Figure 5 shows the 2010 Census Washington DC-VA-MD Urbanized Area.

Figure 2: MAP-21’s Changes: Consolidation of the Section 5310 and New Freedom Programs



¹ US Department of Transportation. Federal Transit Administration (FTA) Fact Sheet. Enhanced Mobility of Seniors And Individuals With Disabilities Section 5310.

Figure 3: Flow of Funds for New MAP-21 Section 5310 Enhanced Mobility Program



FTA Interim Guidance

On October 10, 2012, the Federal Transit Administration (FTA) issued interim guidance on MAP-21 requiring that large urbanized areas designate recipient(s) for the new Section 5310 Enhanced Mobility program. In the guidance, “FTA asks that in the large urbanized areas, the MPO initiate the process for designating a 5310 Designated Recipient as soon as possible. Funds cannot be awarded until this designation is on file with the FTA Regional office. A State agency could be designated as the recipient of section 5310 funds for a large urbanized area. However, if the State is selected as the designated recipient in a large urbanized area, the apportioned funds for the large urbanized area must be allocated to agencies within the urbanized area².”

The interim guidance outlines the responsibilities for Designated Recipients as: “notifying eligible local entities of funding availability; developing project selection processes; determining project eligibility; developing the program of projects; and ensuring that all subrecipients comply with Federal requirements³”.

The Washington DC-VA-MD Urbanized Area is expected to receive \$2.6 million in FY2013 for the new Section 5310 Enhanced Mobility program. The interim guidance reiterates that at least 55 percent of those funds must be spent on capital projects.

² Notice of FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and FTA Fiscal Year 2013 Apportionments, Allocations, Program Information and Interim Guidance. USDOT, Federal Transit Administration. October 10, 2012. Page 42.

³ Ibid.

TPB Staff Proposal: Joint Designated Recipient

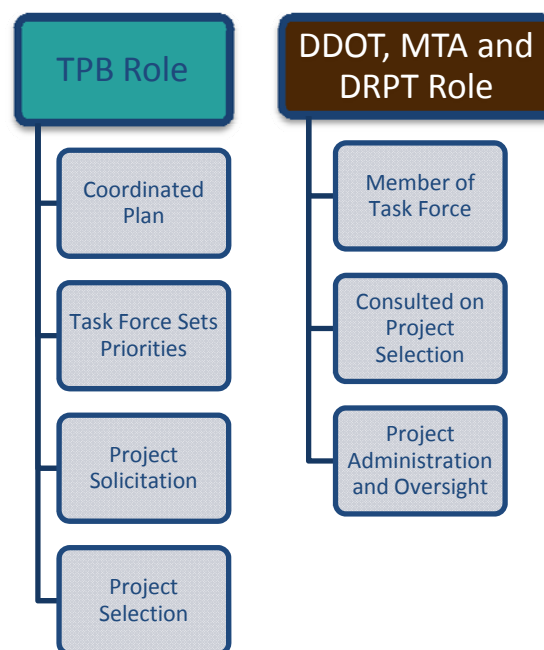
Staff of the TPB, the MPO in the National Capital Region, has initiated discussions on the designated recipient(s) for the new Section 5310 Enhanced Mobility program with the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), and WMATA. TPB member Patrick Wojahn, as chair of the Human Service Transportation Coordination Task Force, has been participating in these discussions. These discussions have occurred in a number of ways: TPB staff has hosted two conference calls with the agencies listed above on October 24 and November 30, 2012. The Technical Committee was briefed at its November and December 2012 meetings. The Human Service Transportation Coordination Task Force discussed the proposal at its November and December 2012 meetings. DRPT asked for MPO input on the designated recipient(s) for the Enhanced Mobility program at a conference call on November 14, 2012 and TPB staff presented this proposal. As stated earlier, the TPB received a short briefing on the new MAP-21 Enhanced Mobility program and the TPB staff proposal briefed at its November meeting. As a result of these discussions, TPB staff is outlining content for a Memorandum of Understanding (MOU) to clarify roles and responsibilities in a joint designated recipient arrangement.

Based on staff review of the law and guidance, and discussions with the state agencies and WMATA, TPB staff is proposing that the Washington DC-VA-MD Urbanized Area have a Joint Designated Recipient arrangement between the TPB, DDOT, MTA and DRPT. The TPB would be included as a Designated Recipient (DR) because FTA includes project solicitation and selection as one of the responsibilities of a DR. Under the staff proposal:

- The TPB would continue to be responsible for the Coordinated Human Service Transportation Plan and for convening the Human Service Transportation Coordination Task Force in order to ensure a regional focus, and to take advantage of the regional coordination work already underway.
- The TPB would be responsible for project solicitation and selection, and would conduct these processes in close coordination with the state agencies.
- DDOT, MTA and DRPT would be asked to concur with the Selection Committee's project recommendations prior to the TPB being presented with the recommendations.
- The TPB would approve the project recommendations and forward those recommendations to DDOT, MTA or DRPT depending on the location of the project.
- DDOT, MTA and DRPT would receive funds directly from FTA and be responsible for the implementation and administration of the projects in their jurisdictions.
- MAP-21 requires that 55% of the funds be spent on capital projects, such as vehicle procurement for non-profits. Because the state agencies already have the capacity to conduct large vehicle procurements that meet strenuous Federal rules, this proposal builds on the strengths of these agencies and allows for some economies of scale in concentrating the purchasing among fewer agencies.
- Regional projects could still be funded, either through WMATA, or by one state agency agreeing to be the project administrator.

- The goal of this proposal is to make the application process for current and future applicants as simple and seamless as possible so that these applicants can continue to provide critical transportation support to older adults and persons with disabilities.
- A draft outline of a Memorandum of Understanding (MOU) is under development to clarify roles and responsibilities of a joint designated recipient arrangement.
- FTA representatives have stated that a joint designated recipient arrangement is allowable. The TPB would ask FTA to review the MOU, and possibly be a signatory.

Figure 4: Proposed Role of the TPB and State Agencies for Implementing the New Section 5310 Enhanced Mobility Program under MAP-21



Precedent for a Joint Designated Recipient: Seattle and Atlanta

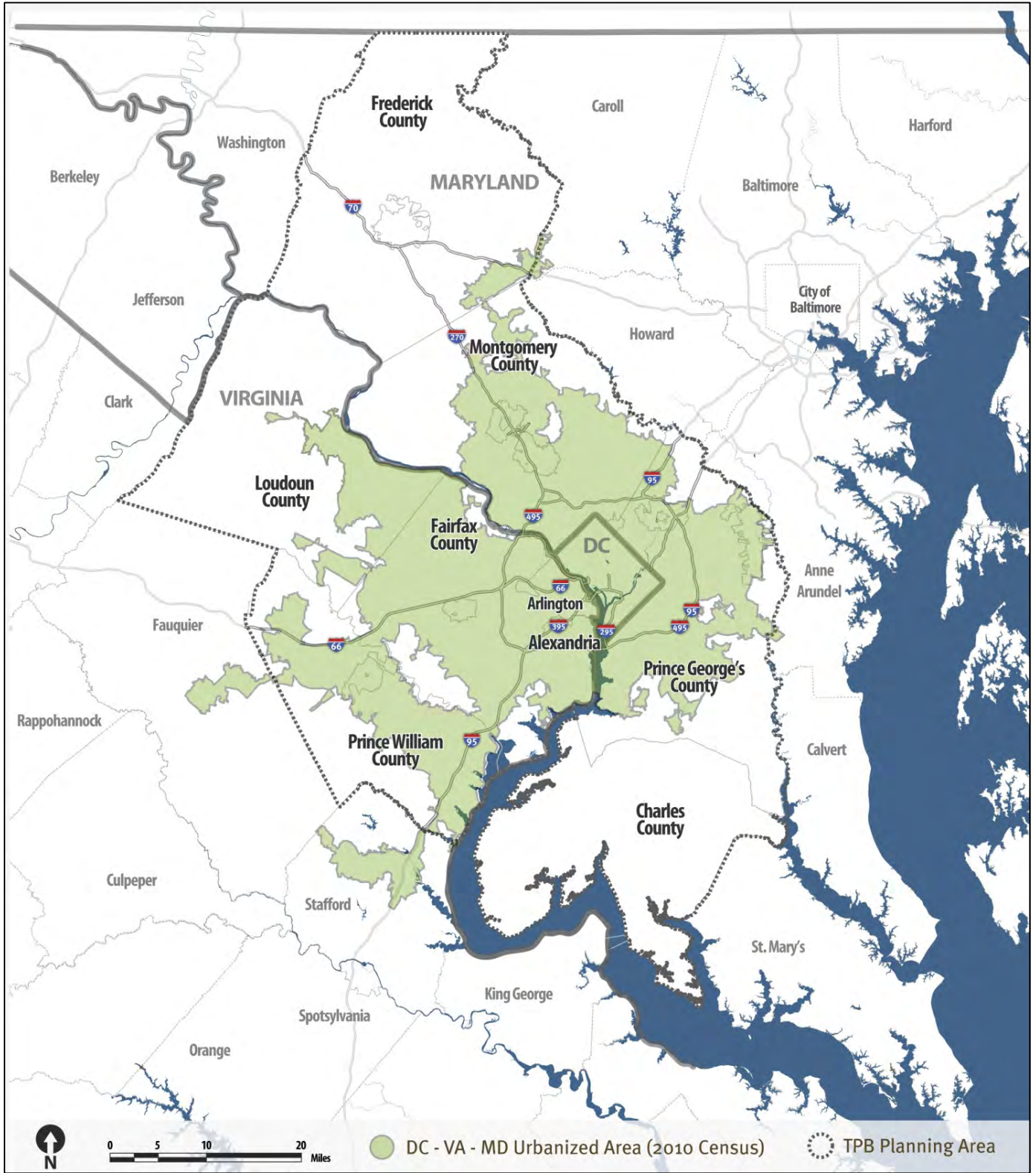
FTA and other cities in the U.S. have experience with the joint designated recipient arrangement that the TPB staff is proposing. Seattle and Atlanta currently have a joint designated recipient for the Job Access and Reverse Commute (JARC) and New Freedom programs under SAFETEA-LU. The Atlanta MPO, the Atlanta Regional Commission (ARC), develops the Coordinated Human Service Transportation Plan, and conducts project solicitation and selection. The Metropolitan Atlanta Rapid Transit Authority (MARTA) administers and provides oversight for the JARC and New Freedom grants. Similarly in Seattle, the Puget Sound Regional Council (PSRC), the MPO, develops the Coordinated Plan, and conducts project solicitation and selection. The grant administration in Seattle is provided by the Washington State Department of Transportation (WSDOT) or the transit agencies in the area.

Next Steps

FTA's interim guidance on MAP-21 states that in Large Urbanized Areas, until a designated recipient is on file with the FTA, no Section 5310 Enhanced Mobility funding can be spent. In the National Capital Region, the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia have to designate recipient(s) for the new Section 5310 Enhanced Mobility program.

At the November 30, 2012 conference call with the state agencies and WMATA, TPB staff was asked to draft an outline of a Memorandum of Understanding on the roles and responsibilities under a potential joint designated recipient arrangement between the TPB, DDOT, MTA and DRPT. The draft outline will be discussed with these state agencies, WMATA, and TPB member Patrick Wojahn, chair of the Human Service Transportation Coordination Task Force, in early January 2013.

Figure 5: The 2010 Census Washington DC-VA-MD Urbanized Area



ITEM 12 - Information

December 19, 2012

Briefing on a Report on the Implementation of Complete Streets Policies in the Washington Region

Staff Recommendation: Receive briefing on the results of a survey of TPB member jurisdictions and agencies on the status of Complete Streets policies in the region.

Issues: None

Background: At the May 16, 2012 meeting, the TPB approved the Complete Streets Policy for the National Capital Region to encourage TPB member jurisdictions and agencies that do not have a policy, or who are revising an existing policy, to adopt a Complete Streets policy that includes common elements that the TPB believes represent current best practices.

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

MEMORANDUM

TO: Transportation Planning Board

FROM: Michael Farrell, Transportation Planner
Department of Transportation Planning

SUBJECT: Results of the 2012 Complete Streets Policy Implementation Survey

DATE: December 11, 2012

At the May 16, 2012 meeting, the TPB approved resolution R15-2012, a Complete Streets policy for the National Capital Region. The TPB endorsed the concept of Complete Streets and strongly encouraged its member jurisdictions and agencies to adopt a Complete Streets policy. The TPB provided a *Complete Streets Guidance and Policy Template* as model.

The resolution also provided that Transportation Planning Board staff would conduct a survey of the TPB member jurisdictions and agencies regarding their adoption and implementation of Complete Streets policies. That survey has been completed by nearly all the TPB member jurisdictions, with the following results:

- All three States and most major jurisdictions in the region have Complete Streets policies in place.
- Montgomery County, Prince George's County, and the Maryland State Highway Administration adopted new or significantly revised policies in 2012. Provisions of the regional policy template were incorporated into those policies.
- Prince William County, the City of Falls Church, the City of Frederick, the City of Greenbelt, and the City of Manassas have Complete Streets policies under development.
- The National Park Service, Charles County, Frederick County, the City of Bowie, City of College Park, City of Fairfax, and Manassas Park do not have Complete Streets policies, and do not currently have policies under development.

A summary table is attached.

It should be noted that even without an official Complete Streets policy, a jurisdiction or agency may still be providing pedestrian and bicycle facilities as part of street development projects.

Complete Streets Survey Results

12/11/2012

Jurisdiction/Agency	Complete Streets Policy	In Development	Date of Adoption	Policy Name	Type
DDOT	Yes		10/21/2010	DDOT Complete Streets Policy	Internal Directive
MDSHA	Yes		7/30/2012	SHA Complete Streets Policy	State Legislation, Internal Guidance
VDOT	Yes		3/18/2004	Policy for Integrating Bicycle and Pedestrian Accommodations	Internal guidance or directive
National Park Service	No	No			
City of Bowie	No	No			
City of College Park	No	No			
Charles County/Planning and Growth Management	No	No			
Frederick County	No	No			
Frederick City	No	Yes	4/2013*	Complete Streets Policy	
City of Greenbelt	No	Yes			
Montgomery County/DOT	Yes		4/2/2012	Complete Streets Policy	Internal Directive
Prince George's County	Yes		12/30/2012*	Complete Green Streets Policy, CB-83-2012	City/Council Resolution or Ordinance
Rockville	Yes		7/29/2009	Complete Streets Policy	City/Council Resolution or Ordinance
Alexandria	Yes		4/12/2011	City of Alexandria Complete Streets Policy	City/Council Resolution or Ordinance
Arlington	Yes		11/13/2007	Part of Arlington Master Transportation Plan	Comprehensive Plan
Falls Church	No	Yes			
Fairfax City	No	No			
Fairfax County/DOT	Yes		7/31/2006	Transportation Chapter, Fairfax County Plan	Comprehensive Plan
Loudoun County/Office of Transportation	Yes		6/15/2010	Design and Construction Standards Policies, Ch. 2, County Transportation Plan	Comprehensive Plan
City of Manassas	No	Yes	2013*		Comprehensive Plan
Manassas Park	No	No			
Prince William County		Yes	2013*	Complete Streets Concepts	City/Council Resolution or Ordinance

*expected

ITEM 13 - Information

December 19, 2012

Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

Staff Recommendation: Receive briefing on major findings from the survey, including airport usage, airport mode of access and ground trip origin, air trip purpose, and air traveler characteristics.

Issues: None

Background: In November 2011, an air passenger survey was conducted at the three major airports in the Washington-Baltimore Region: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD) and Baltimore/Washington International Thurgood Marshall Airport (BWI).

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

MEMORANDUM

TO: Transportation Planning Board

FROM: Richard I. Roisman, AICP
Continuous Airport System Planning Program Manager

DATE: December 10, 2012

RE: Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

At its December 19, 2012 meeting, the Board will receive a briefing on the major findings from the 2011 Washington-Baltimore Regional Air Passenger Survey. For the Continuous Airport System Planning (CASP) program, which is funded by the Federal Aviation Administration (FAA), the airport system planning process consists of a continuous cycle that begins with the Washington-Baltimore Regional Air Passenger Survey. The survey has been performed periodically since 1981 and since 2005 has been performed every two (2) years. The 2011 survey is the tenth of the series. The results from the survey are used to develop forecasts of future air passenger travel and the ground travel of these air passengers to and from the region's three commercial airports. These forecasts are then integrated with the regional travel demand forecasting model, and in turn lead to the development of a revised airport ground access plan for the region. The revised airport ground access plan is then considered in the next update of the TPB's regional Constrained Long Range Plan.

The survey is conducted at the three regional commercial service airports: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI). The administration of the survey and a portion of the follow-up processing and analysis are funded directly by the airport operators: two-thirds by the Metropolitan Washington Airports Authority (MWAA) for DCA and IAD, and one-third by the Maryland Aviation Administration (MAA, part of the Maryland Department of Transportation) for BWI. The remainder of the analysis is funded under the annual FAA grant that supports the other aspects of the CASP program.

The survey itself is an at-gate survey of departing passengers on a random sample of domestic and international flights during a two-week period in late October or early November of the survey year (in this case, 2011). All passengers age 16 and older are asked if they would be willing to complete the survey. While passenger participation in the survey is voluntary, staff works closely with MWAA and MAA to inform the airlines at each facility of the survey and its purpose for every survey year to maximize response rates. For the 2011 survey, which was conducted from November 2nd to November 15th, the sample consisted of 684 flights (605

domestic and 79 international) representing 59,300 enplanements (boardings). Approximately 23,500 passengers participated in the survey, a response rate of 39 percent. The survey results are annualized to observed annual passengers for calendar year 2011.

The survey itself consists of a written questionnaire that is distributed to departing passengers (who volunteer to participate) waiting in the gate area. The questionnaire, which only takes a few minutes to complete, contains questions about how the passenger traveled to the airport, from where and what time they began their trip to the airport, the purpose of their air travel, why they chose a particular airport, and basic demographic information such as location of residence, household size, age, and household income. Additional survey questions cover visitors to the area and use of ticketing and baggage services.

The survey results indicate that regional air passenger enplanements have increased slightly since the last survey was conducted in 2009. Enplanements are split roughly one-third each at each of the three regional airports, with a slightly smaller proportion at DCA. Most of the enplanements are passengers beginning their trip at one of the three airports rather than connecting from another flight; these passengers access the airport using the regional ground transportation network. Most of the locally originating passengers begin their trip to the airport at home, and most of them use a private car or rental car to get to the airport. Some of these characteristics vary between the three regional airports, and the presentation on the 28th will discuss some of these important differences.

Two other key findings from the 2011 air passenger survey are that 1) business travel (both government-related and non-government related) has increased significantly from 2009 at all three airports and 2) airport accessibility (defined in the survey as the closest airport) continues to be the primary factor in airport choice for both business and non-business air travelers. By 2040, air passenger travel at the three regional airports is forecast to more than double; as air travel increases, maintaining fast and reliable ground access to the airports will be extremely important to regional growth and prosperity.

The three commercial airports have a significant economic impact to the region, and the TPB has emphasized the importance of airports to the regional transportation system by including continued airport access as a goal in the TPB Vision. In addition, airport-related measures have been included in the Regional Transportation Priorities Plan.

ITEM 14 - Information

December 19, 2012

Update on the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region

Staff

Recommendation: Receive update on TPB staff discussions with the DOTs about the implementation of the new Transportation Alternatives Program in the region.

Issues: None

Background: MAP- 21 established the Transportation Alternatives Program to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. At its November 28 meeting, the Board was briefed on the new program and the potential role of the TPB in the selection of projects under the program.

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

MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)
FROM: John Swanson, Principal Transportation Planner
SUBJECT: Progress report regarding the TPB's role in MAP-21's Transportation Alternatives Program (TAP)
DATE: December 13, 2012

At the TPB's meeting on November 28, board members were largely supportive of a staff proposal to establish a regional program for project selection using suballocated funding through the new federal Transportation Alternatives Program (TAP). This memo provides a status report on efforts to set up such a program.

Background

The Transportation Alternatives Program is a new formula program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. The TAP combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails (RTP). One of the key differences between the TAP and the previous programs is that large MPOs will play a new role in project selection for a portion of program funds that will be suballocated to large metropolitan regions. MAP-21 specified that in urbanized areas with populations over 200,000, the metropolitan planning organization "shall select projects carried out within the boundaries of the applicable metropolitan planning area, in consultation with the relevant state."

The allocation and sub-allocation of TAP funding is structured as follows:

- Each state will be allocated a portion of TAP funding based upon the state's proportionate share of FY2009 Transportation Enhancements funding.
- Within each state the Recreational Trails funds will be taken off the top of every state's allocation.
- The remaining TAP funds will be suballocated as follows:
 - 50% will be suballocated to large urbanized areas with populations larger than 200,000. The amount of funding allocated to each of these areas will be proportional to the size of its population. The MPOs in these areas will be responsible for project selection.
 - 50% of funds will suballocated for statewide project selection.

Establishing the TAP in the National Capital Region

In the National Capital Region, this new program offers an unusual opportunity to fund regional priorities and complement regional planning activities. But the TAP also poses unique challenges related to the three-state makeup of our region.

At the TPB meeting on November 28, Board members broadly agreed with a staff proposal for establishing a regional program. Board members encouraged TPB staff to frame the region's TAP program as a complementary component of the TPB's Transportation/Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions. TAP projects funded through the TPB's suballocation would fund the types of capital improvements that have been identified through TLC planning studies.

The process for project selection under region's Transportation Alternatives Program would have the following key features:

- **Solicitation** – If possible, applicants will fill out only one application issued by their respective states, making them eligible for project selection for both suballocated and statewide funds. However, if the schedule for implementing the statewide and suballocated funds is not synchronized, the TPB will issue its own solicitation. (Such a separate solicitation is planned in Virginia for FY13, as described below.)
- **Proposal Screening** – The state DOTs will screen all applications for eligibility and readiness, ensuring that only eligible and implementable projects will be considered.
- **Selection Process** –
 - Selection Panel – An impartial regional panel appointed by the TPB would select projects. This panel will be similar to the selection panel for the TPB's Transportation/Land-Use Connections (TLC) Program which is chaired by a TPB member and includes representatives from national-level organizations, including the Transportation Research Board (TRB), the American Planning Association (APA), the Institute for Transportation Engineers (ITE), and the American Institute of Architects (AIA).
 - Regional Selection Criteria – Selection criteria would emphasize principles of the TPB's regional policies, including increasing alternative transportation options in the region and enhancing the viability of regional activity centers.
 - Rules regarding the use of funds:
 - Funds allocated for/through each state (i.e., both the statewide and suballocated funds) will stay within that state.
 - The funds will be used for capital expense projects, not for projects that are solely planning activities.
 - The program will require a minimum 20% local match.
- **Implementation** -- State transportation agencies will manage project implementation by successful project applicants.

Moving Forward

For FY 2013 and FY2014, the following actions and issues have been identified:

Maryland:

- The TPB will participate in a joint solicitation with MDOT to be issued early in 2013, with project selection occurring by the end of June.
- This solicitation will combine TAP funds for FY2013 and FY2014. Such a combination of funding would ease the transition from previous programs and would permit the program partners additional time to establish the new program.

Virginia:

- For FY2013, VDOT has announced that the state's entire TAP allocation (including suballocations to large urbanized areas) will be used for Transportation Enhancements projects that were selected by Commonwealth Transportation Board (CTB) before MAP-21 was signed. VDOT has communicated with FHWA to indicate its intention to pursue this approach, and has not received notice to proceed otherwise. VDOT has also requested that FHWA obligate funds for the selected projects.
- For FY2014, VDOT and the TPB will issue separate solicitations:
 - VDOT has indicated that it will use its statewide FY2014 TAP funds only to fund existing projects, which are considered to be those projects that received Transportation Enhancements funding in past years and need additional funding to bring about completion.
 - The TPB will issue a separate solicitation for the FY2014 TAP funding that will be suballocated to Virginia's portion of the Metropolitan Washington Region.

District of Columbia:

- DDOT and TPB staff are awaiting clarification from FHWA regarding eligibility inconsistencies related to the District of Columbia's unique status. According to Interim Guidance issued by FHWA on October 22, 2012, state DOTs are not eligible to apply for funds, although city DOTs are eligible. Additional federal guidance is expected in January.

ITEM 15 - Notice
December 19, 2012

Notice of Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to include Funding for Improvements to US Route 1 near Fort Belvoir in Fairfax County

Notice is provided that the Eastern Federal Lands Highway Division (EFLHD) Federal Highway Administration has requested an amendment to include funding for the construction of improvements to US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway: 3.4 miles of roadway widening including turn lanes and other intersection improvements. The Board will be asked to approve this amendment at the January 23, 2013 meeting.



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

Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

DEC 11 2012 In Reply Refer to: HFPP-15

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

Subject: FY 2013-2018 Transportation Improvement Program Amendment
National Capital Region

Dear Chairman Turner:

The Eastern Federal Lands Highway Division (EFLHD), of the Federal Highway Administration, requests amending the National Capital Region's FY 2013-2018 Transportation Improvement Program (TIP) to designate funding for construction of the US Route 1 Widening Project through Fort Belvoir, Virginia. The project involves the widening and reconstruction of US Route 1 from the south boundary of Fort Belvoir north to Mount Vernon Highway (VA Route 235) to create a 6-lane, median divided arterial roadway for a distance of approximately 3.4 miles.

The project is included in the 2012 Constrained Long Range Plan and its air quality conformity analysis. An addendum to the FY 2013-2018 TIP table is enclosed. The proposed TIP amendment would acknowledge the construction activities being funded in the amount of about \$200M through the Defense Access Roads program of the U.S. Department of Defense. Representatives of EFLHD are available to attend the Transportation Planning Board meetings on December 19, 2012, and January 23, 2013, if necessary to answer any questions regarding this requested TIP amendment.

Upon approval of this amendment, please provide copies of the approval to Mr. Lewis Grimm, Planning Team Leader. Should you have any questions, please feel free to contact Mr. Grimm at 703-404-6289 or Lewis.Grimm@dot.gov. Thank you for your consideration of this request.

Sincerely,

Karen A. Schmidt
Director, Program Administration

Enclosure

cc:

Mr. Christopher Lawson, FHWA, District of Columbia Division Office

Ms. Sandra Jackson, FHWA, District of Columbia Division Office

Mr. Thomas Fahrney, VDOT-NoVA

Mr. Kanathur Srikanth, VDOT-NoVA

**EASTERN FEDERAL LANDS HIGHWAY DIVISION
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Federal Lands Highway Program									
Federal Lands Highways, Virginia									
TIP ID: 6062		Agency ID: VA OEA US1(1)		Title: US 1 Improvements				Complete:	

Facility: DAR 100/0/0 180,000 c 180,000

From: **Total Funds: 180,000**

To:

Description: Improvements to US Route 1 from the south boundary of Ft. Belvoir north to Mount Vernon Highway; 3.4 miles of roadway widening including turn lanes & other intersection improvements.

Add New Project	Requested on: 1/23/2013
Amend this project into the FY 2013-2018 TIP with \$180 million in DAR funding in FY 2013.	



FY 2013 - FY 2016 Transportation Improvement Program EFLHD - VIRGINIA

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	PHASE	CONSIST. WITH LRTP	REGION SIGNIF. PROJECT	CHANGE FROM LAST UPDATE (September 28, 2011)	CONG DIST NUMBER	FLMA REGION
VA A AD 637(1)	2013	VA	STAFFORD	Department of Defense, Quantico Marine Corps Base	Construction of new turn lanes and other improvements at the Rt 1/Telegraph Road intersection.	New Construction	Defense Access Roads (DOD)	\$1.5 to 3 million	Other	EFLHD	Planned	No LRTP	N/A	New project, added 3/16/2012	01	Other
VA COLO 2011-1(1)	2013	VA	WILLIAMSBURG	National Park Service, Colonial National Historical Park	Road repairs. ERFO Disaster VA2011-1-NPS COLO	Repair/Reconstruction/Resurface	Emergency Repair for Federally Owned Roads	\$100,001 to \$250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	01	NPS-NER
VA FH 0601(101, 102, 103)	2013	VA	BOTETOURT	U.S. Forest Service	FH 601, Botetourt Co. - Bridge replacement on 1.25 mi South SR 618 in Salem District in Jefferson NF (CN)	Bridge Replacement	Public Lands Highway - Forest Highway	\$1 to 1.5 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/18/2012	06	FS-R8
VA FH-306(101)	2013	VA	WARREN	U.S. Forest Service	FH 306, Warren County - SR 613- PE for bridge replacement over Shenandoah River, Bridge #'s 6011 & 6012 .	Bridge Replacement	Public Lands Highway - Forest Highway	\$3 to 10 million	Title 23	State	Planned	No LRTP	N/A	New project, added 9/20/2012	10	FS-R8
VA GRFA 2011-1(1)	2013	VA	FAIRFAX	National Park Service, Great Falls National Park	Road repairs. ERFO Disaster VA 2011-1-NPS Great Falls NPS	Repair/Reconstruction/Resurface	Emergency Repair for Federally Owned Roads	\$100,001 to \$250,000	Title 23	EFLHD	Planned	LRTP in progress	N/A	New project, added 04/10/2012	10	NPS-NER
VA I-564 INTERMODAL CONNECTOR	2013	VA	CITY OF NORFOLK	Department of Defense, Naval Station Norfolk	Construction of a new urban interstate from the International Terminal Boulevard near I-64 to Hampton Boulevard at the Entrance to the Norfolk Naval Air Station.	New Construction	Defense Access Roads (DOD)	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	YES	New project, added on 9/25/2012.	08	Other
VA OEA US1(1)	2013	VA	FAIRFAX	VDOT, Fairfax County, DOD	Improvements to US Route 1 from the south boundary of Ft. Belvoir north to Mount Vernon Highway; 3.4 miles of roadway widening including turn lanes & other intersection improvements.	New Construction	Defense Access Roads (DOD)	\$100 to 200 million	Other	EFLHD	Planned	No LRTP	N/A	New project.	08	Other