

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

April 17, 2013

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the March 20th TPB Meeting

The attached letters were sent/received since the March 20th TPB meeting. The letters will be reviewed under Item #5 of the April 17th TPB agenda.

Attachments

Memorandum

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

Date: April 10, 2013

To: National Capital Region Transportation Planning Board

From: Paul DesJardin
Director, Community Planning and Services
Robert Griffiths
Technical Services Director

Subject: PowerPoint Presentation at March 20 TPB Meeting on the Cooperative Forecasting Process: Corrections to Spreadsheet Calculations on Slides 14 and 15

The percentage growth calculations in three tables ("*How Accurate Have the Household and Population Forecasts Been?*" and "*How Accurate Have Employment Forecasts Been?*") that were presented at the March 20 Transportation Planning Board meeting were incorrect: the 1990 to 2010 "*Forecast Growth*" and "*Actual Growth*" increments were divided by the 2010 Forecast Year rather than the 1990 Base Year.

Further, the Round 5.1 Cooperative Forecasts adopted in 1994, three years later than Round 4.1, provide a better benchmark to gauge actual versus projected growth, since Round 5.1 drew on the 1990 U.S. Census and COG's 1990 Regional Employment Census. The tables attached to this memo provide population, households, and employment from Round 5.1 for 1990 and 2010 in place of the Round 4.1 tables included in the March 20 PowerPoint..

The new tables for Round 5.1 have been included in the March 20 PowerPoint presentation to TPB posted on the COG Website in place of the Round 4.1 tables.

How Accurate Have the Household and Population Forecasts Been?

14

Jurisdiction:	Households		Round 5.1		Actual Growth 1990 - 2010
	Round 5.1 1990 Base Year	Round 5.1 2010 Forecast Year	FORECAST % GROWTH	ACTUAL % GROWTH	
District of Columbia	249,600	252,100	1%	7%	17,100
Arlington Co., VA	78,500	96,300	23%	25%	19,600
City of Alexandria, VA	53,300	64,400	21%	28%	14,800
Montgomery Co., MD	282,000	368,500	31%	28%	79,000
Prince George's Co., MD	258,000	326,400	27%	18%	46,000
Fairfax Co. & Cities, VA	303,900	398,700	31%	31%	95,600
Loudoun Co., VA	30,700	65,300	113%	241%	73,900
Prince William Co. & Cities VA	81,400	131,600	62%	82%	66,400
Frederick Co., MD	52,600	92,500	76%	61%	32,200
Charles Co., MD	33,000	55,900	69%	55%	18,000
Total	1,423,000	1,851,700	30%	33%	462,600
Jurisdiction:	Population		Round 5.1		Actual Growth 1990 - 2010
	Round 5.1 1990 Base Year	Round 5.1 2010 Forecast Year	FORECAST % GROWTH	ACTUAL % GROWTH	
District of Columbia	606,900	606,300	0%	-1%	-5,200
Arlington Co., VA	170,900	201,100	18%	21%	36,700
City of Alexandria, VA	111,200	131,200	18%	26%	28,800
Montgomery Co., MD	757,000	940,000	24%	28%	214,600
Prince George's Co., MD	729,300	884,900	21%	18%	134,100
Fairfax Co. & Cities, VA	847,800	1,097,400	29%	29%	243,700
Loudoun Co., VA	86,100	181,400	111%	263%	226,200
Prince William Co. & Cities, VA	250,400	400,400	60%	81%	203,700
Frederick Co., MD	150,200	243,600	62%	55%	83,200
Charles Co., MD	101,200	161,500	60%	43%	43,400
Total	3,811,000	4,637,000	22%	32%	1,209,200

Round 5.1 Forecasts were adopted in 1994

How Accurate Have the Employment Forecasts Been?

15

Jurisdiction:	Employment		Round 5.1		Actual Growth 1990 - 2010
	Round 5.1 1990 Base Year	Round 5.1 2010 Forecast Year	FORECAST % GROWTH	ACTUAL % GROWTH	
District of Columbia	747,300	885,900	19%	5%	36,200
Arlington Co., VA	183,100	264,600	45%	22%	40,200
City of Alexandria, VA	92,200	125,000	36%	15%	13,800
Montgomery Co., MD	465,500	625,000	34%	10%	44,600
Prince George's Co., MD	310,400	426,600	37%	10%	32,200
Fairfax Co. & Cities, VA	443,900	653,300	47%	53%	236,100
Loudoun Co., VA	39,300	85,800	118%	266%	104,400
Prince William Co. & Cities VA	84,500	151,400	79%	70%	59,100
Frederick Co., MD	54,000	106,000	96%	83%	44,700
Charles Co., MD	38,700	52,500	36%	61%	23,500
Total	2,458,900	3,464,900	41%	26%	634,800

Round 5.1 Forecasts were adopted in 1994

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

April 2, 2013

The Honorable Robert F. McDonnell
Governor
Commonwealth of Virginia

The Honorable William T. Bolling
Lieutenant Governor

The Honorable William J. Howell
Speaker of the Virginia House of Delegates

The Honorable Thomas K. Norment, Jr.
Majority Leader
Senate of Virginia

The Honorable Richard L. Saslaw
Minority Leader
Senate of Virginia

The Honorable M. Kirkland Cox
Majority Leader
Virginia House of Delegates

The Honorable David J. Toscano
Minority Leader
Virginia House of Delegates

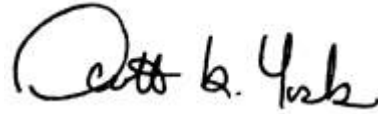
Dear Governor McDonnell, Lieutenant Governor Bolling and Leaders of the Virginia General Assembly:

In a letter to you dated December 31, 2012 the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, expressed its support for your efforts to enact revenue increases for transportation. The letter provided background information underscoring the urgent need for additional revenues to ensure that the region's highway and transit systems are adequately maintained and have the capacity to support anticipated population and employment growth in the region. The letter also provided examples of approaches for raising transportation revenues that have been implemented in other states and localities throughout the country.

The TPB would like to take this opportunity to thank you for enacting a bill that employs reliable sources to significantly increase transportation revenues for present and future years. The bill will provide additional statewide revenues as well as revenues allocated to Northern Virginia to address major local and regional challenges. The TPB recognizes that extensive negotiation and compromise were needed in crafting this bill, and greatly appreciates your leadership and dedication in reaching a successful outcome.

Please feel free to contact me at Scott.York@loudoun.gov or Ronald Kirby, staff director to the TPB, at rkirby@mwkog.org, if there is any additional information or support that the TPB can provide in the implementation of this important and much needed new legislation.

Sincerely,

A handwritten signature in black ink that reads "Scott K. York". The signature is written in a cursive style with a large, circular initial "S" and a distinct "K" and "Y".

Scott K. York
Chairman
National Capital Region
Transportation Planning Board



District of Columbia March 20, 2013
Bowie
College Park
Frederick County The Honorable Vincent C. Gray
Mayor, District of Columbia
Gaithersburg John A. Wilson Building
Greenbelt 1350 Pennsylvania Avenue NW, Suite 316
Montgomery County Washington, DC 20004
Prince George's County
Rockville The Honorable Robert F. McDonnell
Takoma Park Governor, Commonwealth of Virginia
Alexandria Patrick Henry Building
Arlington County 1111 E. Broad Street, 3rd Floor
Fairfax Richmond, VA 23219
Fairfax County
Falls Church The Honorable Martin O'Malley
Loudoun County Governor, State of Maryland
Manassas State House
Manassas Park 100 State Circle
Prince William County Annapolis, MD 21401-1925

Dear Mayor Gray, Governor McDonnell, and Governor O'Malley:

Pursuant to a resolution adopted by the National Capital Region Transportation Planning Board (TPB) on March 20, 2013, I am formally requesting that you designate the Metropolitan Washington Council of Governments, as the administrative agent for the TPB, the official recipient of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for the Washington D.C.-VA-MD Urbanized Area.

This request for designation was developed in collaboration with the District Department of Transportation (DDOT), the Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA). The TPB is the metropolitan planning organization (MPO) for the Washington Region and its membership includes representatives of the transportation agencies of the District of Columbia, Maryland, and Virginia, local governments, WMATA, the Council of the District of Columbia, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

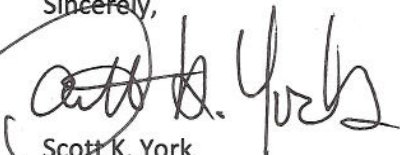
The Moving Ahead for Progress in the 21st Century (MAP- 21) established the Section 5310 Enhanced Mobility Program to serve the special needs of transit-dependent populations beyond traditional public transportation services through grants to non-profit and local government agencies. The program provides a single apportionment to the Washington DC-MC-MD Urbanized area. Furthermore, MAP-21 requires that in large urbanized areas, a Section 5310 Enhanced Mobility Designated Recipient be named before funds are awarded.

Since 2006, COG, as the administrative agent for the TPB, has been serving as the designated recipient of the Section 5316 Job Access and Reverse Commute (JARC) program and the Section 5317 New Freedom program under the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). COG and TPB will build upon the successful implementation of the JARC and New Freedom programs to implement the new Section 5310 Enhanced Mobility. This effort will be conducted in accordance with a competitive selection process guided by stakeholder involvement from the TPB Human Service Transportation Coordination Task Force and its Coordinated Human Services Transportation Plan, and approved by the TPB.

The timeliness of this designation is important because Enhanced Mobility funds cannot be utilized until the designation is on file with the Federal Transit Administration (FTA). I am asking that a letter designating COG the recipient of Section 5310 Enhanced Mobility funds for the Washington D.C.-VA-MD Urbanized Area be sent to the FTA Region III Administrator, Brigid Hynes-Cherin, by April 30, 2013.

If you need more information, please contact Ronald Kirby at (202)-962-3310 or rkirby@mwkog.org, or Wendy Klancher at (202)-962-3321 or wklancher@mwkog.org of the TPB staff, who will be pleased to answer any questions you or your staff may have regarding this request.

Sincerely,



Scott K. York

Chairman, National Capital Region Transportation Planning Board
Chairman At-Large, Loudoun County Board of Supervisors

cc: Terry Bellamy, Director, District Department of Transportation
Sean Connaughton, Secretary of Transportation, Commonwealth of Virginia
Darrell Mobley, Acting Secretary of Transportation, State of Maryland

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

April 5, 2013

Mr. Tom Downs, Chairman
Washington Metropolitan Area Transit Authority
Board of Directors
600 5th Street, NW
Washington, D.C. 20001

Dear Chairman Downs:

Under the SAFETEA-LU transportation legislation, which was effective through September 30, 2012, the National Capital Region Transportation Planning Board (TPB), served as the Federal Transit Administration (FTA) Designated Recipient for the Section 5316 Job Access and Reverse Commute (JARC) program for low-income individuals and the Section 5317 New Freedom program for persons with disabilities. The TPB has successfully implemented robust JARC and New Freedom programs under SAFETEA-LU. The Moving Ahead for Progress in the 21st Century Act (MAP-21), which became effective October 1, 2012, eliminated the JARC program entirely but made additional funds available for job access and reverse commute activities under the Section 5307 Urbanized Area Formula program, of which WMATA is the recipient. At its March 20 meeting, the National Capital Region Transportation Planning Board (TPB) approved sending a letter to WMATA to inquire about the process WMATA intends to use to select job access and reverse commute projects with the additional funds that were allocated to the Washington DC-VA-MD Urbanized Area.

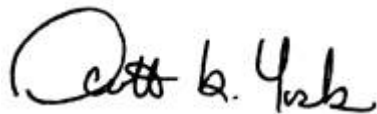
Under MAP-21, the Federal formula for distributing Section 5307 Urbanized Area funds now includes the number of low-income individuals as a factor. FTA has indicated that of the \$162 million appropriated to the Washington DC-VA-MD Urbanized Area in FY 2013 Section 5307 funds, approximately \$1.3 million was included based on the number of low-income individuals in the region.

MAP-21 also created a new Section 5310 Enhanced Mobility program for persons with disabilities and older adults by combining the New Freedom and old Section 5310 programs. The TPB will build upon its successful JARC and New Freedom programs to implement the new Section 5310 Enhanced Mobility program. The TPB is expected to be the Designated Recipient for the new Enhanced Mobility Program. The TPB developed the Federally-required Coordinated Human Services Transportation Plan which identifies unmet transportation needs for low-income individuals, persons with disabilities and older adults. The Coordinated Plan will be used to select projects and award Enhanced Mobility funds. Because it is important that the critical transportation needs of low-income communities also continue to be addressed, the TPB would like to receive information about the process WMATA is considering to identify and fund job access and reverse commute projects.

The TPB staff would be happy to provide more information regarding low income individuals' travel needs in the region and the job access and reverse commute services and activities supported by TPB JARC

grants since 2007. You can reach Ronald Kirby at (202)-962-3310 or rkirby@mwkog.org, or Wendy Klancher at (202)-962-3321 or wklancher@mwkog.org.

Sincerely,

A handwritten signature in black ink that reads "Scott K. York". The signature is written in a cursive style with a large initial "S" and "Y".

Scott York
Chairman, National Capital Region Transportation Planning Board

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

March 27, 2013

Mr. Robert Perciasepe
Acting Administrator
U.S. Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Dear Mr. Perciasepe:

I am writing on behalf of the Metropolitan Washington Air Quality Committee (MWAQC) to urge you to propose and finalize the Tier 3 vehicle emissions and gasoline standards during this calendar year.

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop regional ground-level ozone and PM_{2.5} air quality plans and strategies for the Washington, DC-MD-VA non-attainment area.

The Washington region has made great strides in cleaning the air thereby, reducing the health impacts of poor air quality, which cause a number of respiratory problems (e.g., asthma) and premature death. It has done so by lowering emissions of pollutants that produce smog and fine particles in the atmosphere. As a result, the region has met the annual fine particle standards, which were published in 1997 (15 $\mu\text{g}/\text{m}^3$) and 2013 (12 $\mu\text{g}/\text{m}^3$) as well as daily fine particle standards, which were published in 1997 (65 $\mu\text{g}/\text{m}^3$) and 2006 (35 $\mu\text{g}/\text{m}^3$). Besides this, the region has also met the previous 1-hour ozone standard (0.12 ppm) published in 1979. However, there are tougher challenges ahead for the Washington region. The region needs to meet the current ozone standard (0.075 ppm) by 2015 and also needs to make sure that the region remains in attainment for the current fine particle standards (annual: 12 $\mu\text{g}/\text{m}^3$, daily: 35 $\mu\text{g}/\text{m}^3$). EPA is also planning to propose a possibly tougher ozone standard this year. EPA may also further tighten the fine particle standard in the future.

In view of the challenges ahead for meeting and/or maintaining the tougher federal ozone and fine particle standards, the Washington region needs to reduce the emissions of pollutants producing ozone and fine particles (VOC, NO_x, PM_{2.5}, and SO₂) significantly. The Tier 3 rule will help the Washington region immensely as it will provide cleaner gasoline and vehicles. This will also help the three jurisdictions in this region as they implement strategies to meet and/or maintain the above mentioned federal standards.

Passenger vehicles are the largest emitters of nitrogen oxides (NO_x) and one of the largest emitters of volatile organic compounds (VOCs), carbon monoxide (CO), and PM_{2.5} in the Washington region. A study by the National Association of Clean Air Agencies (NACAA) estimated that the Tier 3 program can reduce gasoline vehicle emissions of nitrogen oxides, carbon monoxide, and volatile organic compounds by 29, 38 and 26 percent respectively.

Reductions in emissions of the above pollutants will cause reduction in the levels of ozone, fine particles, and carbon monoxide. Clearly, implementation of the Tier 3 rule will lead to significantly cleaner air in the Washington region, providing important health benefits to millions of people.

MWAQC urges you to finalize this rule by the end of 2013 so we don't delay and lose a full model year of emissions reductions.

Sincerely,



Hon. Leta Mach, Chair
Metropolitan Washington Air Quality Committee

EPA Proposes Tier 3 Tailpipe and Evaporative Emission and Vehicle Fuel Standards

The U.S. Environmental Protection Agency (EPA) is issuing a proposed rule designed to reduce air pollution from passenger cars and trucks. Starting in 2017, Tier 3 would set new vehicle emissions standards and lower the sulfur content of gasoline, considering the vehicle and its fuel as an integrated system. The proposed vehicle standards would reduce both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium-duty passenger vehicles, and some heavy-duty vehicles. The proposed gasoline sulfur standard would make emission control systems more effective for both existing and new vehicles, and would enable more stringent vehicle emissions standards since removing sulfur allows the vehicle's catalyst to work more efficiently. The proposed Tier 3 standards are closely coordinated with California's LEV III standards as well as with EPA's and California's programs for greenhouse gas (GHG) emissions from light-duty vehicles. EPA is proposing the Tier 3 standards to address public health issues that exist currently and are projected to continue in the future as requested in a May 21, 2010 Presidential memorandum.

The Tier 3 program continues the successful transition that began with EPA's Tier 2 program, finalized in 2000, in which EPA treated vehicles and fuels as a system to reduce both gasoline sulfur and vehicle emissions. While there were claims at the time that the program would cause fuel prices to increase far in excess of EPA's estimates and would result in closures and fuel supply shortages, the Tier 2 program was a success and resulted in gasoline sulfur reductions of up to 90 percent and enabled the use of new emission control technologies in cars and trucks with no serious negative impacts on the refining industry. EPA's Clean Diesel Program similarly utilized a systems approach to reducing sulfur emissions from diesel fuels and enabling cleaner diesel technologies with the Highway Diesel Rule (finalized in 2001) and the Nonroad Diesel Rule (finalized in 2004) again with no

serious negative impacts. Now that the U.S. refining industry routinely produces lower sulfur fuel products, new market opportunities for international fuel exports have opened up.

Proposed Tailpipe Emissions Standards

EPA is proposing new tailpipe standards for the sum of non-methane organic gases (NMOG) and nitrogen oxides (NOX), presented as NMOG+NOX, and for particulate matter (PM) that would apply to all light-duty vehicles and some heavy-duty vehicles. Compared to current standards, the proposed NMOG and NOX tailpipe standards for light-duty vehicles represent approximately an 80% reduction from today's fleet average and a 70% reduction in per-vehicle PM standards. Proposed heavy-duty tailpipe standards represent about a 60% reduction in both fleet average NMOG+NOX and per-vehicle PM standards. EPA is also proposing to extend the regulatory useful life period during which the standards apply from 120,000 miles to 150,000 miles.

The proposed tailpipe standards include different phase-in schedules that vary by vehicle class, but generally phase in between model years 2017 and 2025. In addition to the gradual phase-in schedules, several other proposed provisions would further ease manufacturers' paths to compliance with the stringent new standards. Depending on the standards and the vehicle class, these flexibility provisions include credits for early compliance and the ability to offset some higher-emitting vehicles with extra-clean models. EPA is proposing more lead time for small businesses and small volume manufacturers as well as a hardship provision that would allow for additional time to comply if a manufacturer cannot meet requirements after a good faith effort and would face severe economic hardship without the additional lead time.

NMOG+NOX Standards: The proposed standards for NMOG+NOX are fleet-average standards, meaning that a manufacturer calculates the weighted average emissions of the vehicles it produces in each model year and compares that average to the applicable standard for that model year. The standards differ by vehicle class and test cycle. Key elements include:

- NMOG+NOX Standards for Light-Duty Vehicles and Light-Duty Trucks (vehicles below 8,500 pounds (lbs) Gross Vehicle Weight Rating (GVWR)), and Medium-Duty Passenger Vehicles (8,500 to 10,000 lbs GVWR) :
 - As measured on the Federal Test Procedure (FTP), the proposed standards decline from today's fleet average of 160 milligrams per mile (mg/mi) to 30 mg/mi by 2025.
 - As measured on the Supplemental Federal Test Procedure (SFTP), the proposed standards decline from today's fleet average of about 100 mg/mi to 50 mg/mi by 2025.
- NMOG+NOX Standards for Heavy-Duty Pick-ups and Vans; Class 2b (8,501-10,000 lbs GVWR) and Class 3(10,001-14,000GVWR)):

- As measured on the FTP, the proposed fleet average standards decline from a fleet average of 278 mg/mi to 178 mg/mi for Class 2b vehicles and 451 mg/mi to 247 mg/mi for Class 3 vehicles by 2022.
- Additional standards for emissions measured over a heavy-duty SFTP are being proposed for the first time and vary by vehicle class and power-to-weight ratio.

PM Standards: The proposed PM standards are expressed on a per-vehicle basis, meaning the standards would apply to each vehicle separately (i.e., not as a fleet average). EPA is proposing PM standards that would differ by vehicle class and test cycle. Key elements include:

- **PM Standards for Light-Duty Vehicles, Light-Duty Trucks, and Medium-Duty Passenger Vehicles:**
 - As measured on the FTP, the proposed standard is 3 mg/mi for all vehicles and for all model years, as compared to today's standard of 10 mg/mi.
 - As measured on the US06, a high-speed, fast-acceleration component of the SFTP, the proposed standard is 10 mg/mi for lighter vehicles and 20 mg/mi for heavier vehicles.
- **PM Standards for Heavy-Duty Pick-ups and Vans; Class 2b and 3:**
 - As measured on the FTP, the proposed PM standards are 8 mg/mi for Class 2b vehicles and 10 mg/mi for Class 3 vehicles.
 - EPA is also proposing PM standards for emissions measured over the SFTP with standards levels and duty cycles varying by vehicle class and power-to-weight ratio.

Proposed Evaporative Emission Standards

EPA is proposing more stringent standards designed to eliminate fuel vapor-related evaporative emissions and improve durability. The proposed evaporative emissions program represents about a 50 percent reduction from current standards and applies to all light-duty and onroad gasoline-powered heavy-duty vehicles. As with the tailpipe standards, the evaporative emissions standards includes phase-in flexibilities, credit and allowance programs, and more lead time for small businesses and small volume manufactures as well as a hardship provision. EPA is also proposing to extend the regulatory useful life period during which the standards apply from 120,000 miles to 150,000 miles. Key elements of the program include:

- **Evaporative Emissions Standards:** Proposed standards over 2-day and 3-day evaporative emission tests vary by vehicle categories and range from 0.300 g/test to 0.500 for light-duty vehicles and medium duty passenger vehicles, with 0.600 g/test for onroad gasoline-powered heavy-duty vehicles.
- **Bleed Test Requirements:** EPA is proposing a new testing requirement referred to as the bleed emission test. The bleed emissions test standard for light-duty and medium-duty

passenger vehicles is 0.020 g/test without averaging. The standard for onroad gasoline-powered heavy-duty vehicles is 0.030 g/test without averaging.

- **Leak Test and Emission Standard:** EPA is proposing to add a new emission standard and test procedure that would require that the cumulative equivalent diameter of any orifices or “leaks” not exceed 0.02 inches anywhere in the fuel/evaporative system for light-duty vehicles, medium-duty passenger vehicles, and some gasoline-powered heavy-duty vehicles.
- **Onboard Diagnostic System (OBD) Requirements:** EPA is proposing to adopt and incorporate by reference the California Air Resources Board’s (CARB) current OBD regulations, effective for MY 2017, that would cover all vehicles except those in the heavier fraction of the heavy-duty vehicle class.

Proposed Fuel Standards

EPA is proposing gasoline sulfur reductions that are critical to enabling manufacturers to comply across the fleet with the stringent proposed vehicle standards. The proposed gasoline sulfur standards would also achieve significant immediate benefits by reducing emissions from existing vehicles. EPA is proposing that federal gasoline contain no more than 10 parts per million (ppm) of sulfur on an annual average basis by January 1, 2017. In addition, EPA is proposing to either maintain the current 80-ppm refinery gate and 95-ppm downstream caps or lower them to 50 and 65 ppm, respectively. The proposed Tier 3 gasoline sulfur standards are similar to levels already being achieved in California, Europe, Japan, South Korea, and several other countries.

For the gasoline sulfur standards, EPA is proposing an averaging, banking, and trading (ABT) program that would allow refiners and importers to spread out their investments through an early credit program and rely on ongoing nationwide averaging to meet the 10-ppm sulfur standard. EPA is also proposing a three-year delay for small refiners and small volume refineries processing 75,000 barrels of crude oil per day or less.

Proposed Changes to Emissions Test Fuel

EPA is proposing to update the federal emissions test fuel to better match today’s in-use gasoline and also to be forward-looking with respect to future ethanol and sulfur content. The new test fuel specifications would apply to new vehicle certification, assembly line, and in-use testing. EPA is proposing to transition to the new test fuel during the first few years that the Tier 3 tailpipe and evaporative standards are phasing in. Key changes include moving to a test fuel containing 15 percent ethanol by volume (seeking comment on 10 percent ethanol by volume), lowering octane, and lowering the existing sulfur specification to be consistent with proposed Tier 3 requirements. EPA is also proposing test fuel specifications for E85 for the first time.

Public Participation Opportunities

You should consult the Federal Register notice for this proposal for more information about how to submit comments, when the comment period will close, and about where and when public hearings will be held. A copy of the Federal Register notice can be found on our website listed below.

EPA welcomes your comments on this proposed rule. Further information on the public comment period may be found on EPA's website (see For More Information below). All comments should be identified by Docket ID No. EPA-HQ-OAR-2011-0135 and submitted by one of the following methods:

Internet: www.regulations.gov

E-mail: A-and-R-Docket@epa.gov

Mail:

Environmental Protection Agency
Air and Radiation Docket and Information Center (6102T)
1200 Pennsylvania Avenue NW
Washington, DC 20460

Hand Delivery:

EPA West building
EPA Docket Center (Room 3340)

1301 Constitution Avenue NW
Washington, DC

For More Information

You can access the rule and related documents on EPA's Office of Transportation and Air Quality (OTAQ) Web site at:

www.epa.gov/otaq/tier3.htm

For more information on this rule, please contact the U.S. Environmental Protection Agency, Office of Transportation and Air Quality at:

E-mail: otaq@epa.gov

One Region Moving Forward

Media Advisory

For Immediate Release

April 5, 2013

Contact: Jeff Salzgeber

512.743.2659

New Campaign Warns Motorists, Pedestrians and Bicyclists to Exercise Caution

Dramatic Ads Offer Safety Tips, Promote Increased Traffic Safety Vigilance

Washington D.C.—As spring arrives in the metropolitan Washington area, safety officials are launching a new campaign to remind area drivers, cyclists and pedestrians to be alert and watch out for each other as they travel around the region. The campaign gets underway next week in the wake of recent pedestrian crashes that left a 71-year-old woman dead in the 1100 block of Florida Avenue and at least 13 other pedestrians killed in crashes in the Washington metropolitan region in 2013 to date.

To help curb injuries and deaths, representatives from the Metropolitan Washington Council of Governments, local officials and safety advocates will unveil Tuesday (April 9) morning their new “tired faces” safety ads at the Starburst Plaza in northeast Washington, D.C. The effort is part of the larger, semi-annual *Street Smart* public education program in which local officials work with law enforcement officers from across the region to remind people to exercise caution, share the road and obey traffic laws.

Throughout the campaign, which runs through May 13, law enforcement officers in Maryland, the District of Columbia and northern Virginia will be watching for motorists, pedestrians and bicyclists who break traffic safety laws. Violators can face fines that range from \$40 to \$500.

What: Press conference and announcement of spring *Street Smart* pedestrian and bicycle safety campaign in District of Columbia, suburban Maryland and northern Virginia

When: Tuesday, April 9, 2013, 10:30 a.m.

Where: Starburst Plaza, Intersection of Bladensburg Road, Benning Road, Maryland Avenue and H Street NE, Washington, DC – *Parking will be available off of Maryland Road, just north of the plaza*

Who: Mayor Vincent C. Gray, District of Columbia
Sam Zimbabwe, District of Columbia Department of Transportation
Gwendolyn Ward, mother of teen killed in Montgomery County
Jeff Dunkel, Department of Transportation, Montgomery County, Maryland
Walter Tejada, Arlington County Board Chair
Shane Farthing, Washington Area Bicyclist Association

Visuals: Media option to film live law enforcement activities, 11:15 a.m. – 12:15p.m. at Bladensburg Road and L Street NE

About Street Smart

Sponsored by the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB), the *Street Smart* public awareness and enforcement campaign is in its eleventh year. Aimed at reducing the number of pedestrian and cyclist injuries and deaths in the Washington metropolitan area, the campaign uses creative radio and television advertising in English and Spanish to reach drivers, pedestrians and cyclists, while targeting them through outdoor and transit advertising on bus shelters and bus sides. In addition, law enforcement and local, county and state agencies will be distributing handouts and tip cards to further spread awareness and educate drivers and pedestrians. For more information about *Street Smart*, please visit www.beststreetmart.net and twitter.com/COGStreetSmart.

About the National Capital Region Transportation Planning Board (TPB)

The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA) and members of the Maryland and Virginia General Assemblies.

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One Region Moving Forward

News Release

For Immediate Release
April 9, 2013

Contact: Jeff Salzgeber
512.743.2659

New Campaign Warns Motorists, Pedestrians and Bicyclists to Exercise Caution *Dramatic Ads Offer Safety Tips, Promote Increased Traffic Safety Vigilance*

Like millions of others in the area, most days Stephen Grasty walks several blocks a day—to work, to a Metro stop, to a friend’s house. Though he has had his share of close calls, he has never been hit by a car and he would like to keep in that way. Stephen’s face—symbolically blemished by a tire tread—will soon be appearing in the Metropolitan Washington Council of Governments’ new public awareness safety campaign urging drivers, pedestrians, and bicyclists to look out for each other.

The *Street Smart* campaign offers safety tips to prevent pedestrian and bicyclist deaths and injuries in the DC metro area. The campaign gets underway next week in the wake of recent pedestrian crashes that left a 71-year-old woman dead in the 1100 block of Florida Avenue and at least 12 other pedestrians killed in crashes in the Washington metropolitan region in 2013 to date.

“Most people do not stop to think how vulnerable pedestrians are on our streets and sidewalks,” said District of Columbia Mayor Vincent Gray. “But the reality is that we must protect pedestrians from cars and other vehicles, because when they collide with a pedestrian, the pedestrian never wins.”

The “tired faces” visuals call attention to the dangers confronting pedestrians and bicyclists with the larger-than-life faces of area residents on ads on buses and in transit shelters in the District, Virginia and Maryland. State and local officials want drivers to actively watch out for pedestrians and bicyclists, especially when turning. They also are reminding bicyclists to ride with traffic and stop at red lights and urging pedestrians to use crosswalks and wait for the walk signal before crossing the street.

In 2012, preliminary data indicates there were 3,033 crashes in the DC metropolitan region involving pedestrians and bicyclists, which resulted in 70 fatalities. On average, pedestrians and bicyclists account for 30 percent of all traffic fatalities in the Washington region.

During the *Street Smart* campaign, which runs through May 13, law enforcement officers in Maryland, the District of Columbia and northern Virginia will be watching for motorists, pedestrians and bicyclists who violate traffic safety laws. Drivers and cyclists who fail to stop for pedestrians in crosswalks, as well as pedestrians who jaywalk, can face fines that range from \$40 to \$500. Drivers also are subject to getting points on their driver records.

Information on the new campaign and the *Street Smart* public education program may be found at www.bestreetsmart.net.

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About the Street Smart Campaign & the National Capital Region Transportation Planning Board (TPB)

Sponsored by the Metropolitan Washington Council of Governments (MWCOC) and the National Capital Region Transportation Planning Board (TPB), the Street Smart public awareness and enforcement campaign is in its eleventh year. Its goal is to reduce pedestrian and cyclist injuries and deaths in the Washington metropolitan area. For more information about Street Smart, please visit www.bestreetsmart.net and twitter.com/COGStreetSmart. The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA) and members of the Maryland and Virginia General Assemblies.

District of Columbia • Bladensburg • Bowie • Charles County • College Park • Frederick • Frederick County • Gaithersburg • Greenbelt • Montgomery County • Prince George's County • Rockville • Takoma Park • Alexandria • Arlington County • Fairfax • Fairfax County • Falls Church • Loudoun County • Manassas • Manassas Park • Prince William County

Street Smart Safety Tips

(BeStreetSmart.net)

If you're driving...

- Slow down and obey the speed limit
- Look twice for people in crosswalks and yield to pedestrians and bicyclists
- Be careful when passing stopped vehicles
- Yield to pedestrians and cyclists at intersections when you're turning
- Allow three feet when passing bicyclists
- Look for cyclists and cars before you open your door
- Avoid using your cell phone and never text while driving

If you're walking...

- Cross the street at the corner and use marked crosswalks when they're available
- Wait for the "Walk" signal to cross the street
- Watch for turning vehicles. Before crossing look left, right, and left again
- Be seen! If you're walking after dark or in bad weather, make it easier for drivers to see you by wearing light clothing or something reflective
- Don't text while you're crossing the street
- If you're on an off-street trail, obey all posted signage and approach intersections with caution

If you're biking...

- Obey all traffic signs and traffic signals
- Ride in the direction of traffic, at least a car door width away from parked cars
- Use hand signals so drivers, cyclists, and pedestrians know what you're going to do
- Always wear a helmet
- Use lights if you're riding at times of darkness
- If you're on an off-street trail, obey all posted signage and approach intersections with caution
- Slow down and watch for pedestrians on sidewalks, trails and in crosswalks

Laws and regulations differ between jurisdictions. Visit www.BeStreetSmart.net for information on specific trail guidelines and regulations.

Green Streets Workshop

Policies and Practices Around the Region and the Country

AGENDA

WORKSHOP ON GREEN STREETS

Presentations and Discussion of the Value, Challenges and the Status of Implementation of Green Streets in the Washington, DC Metro Region and Beyond

April 8, 2013

11:30 a.m. - 12:30 p.m. - Networking Lunch

12:30 - 4:30 p.m. Workshop

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Washington, DC

Training Center - 1st Floor

Networking Lunch

11:30 a.m.-12:30 p.m.

Welcome

12:30-12:35 p.m. *Mr. Ron Kirby, National Capital Region Transportation Planning Board Staff*

Background on the Workshop

12:35-12:40 p.m. *Mr. Michael Farrell, National Capital Region Transportation Planning Board Staff*

Keynote: Green Streets in the Federal Government and Around the Nation: Valuable to the Nation's Environment and Economy

12:40-12:55 p.m. *Ms. Dominique Lueckenhoff, US Environmental Protection Agency*

12:55-1:10 p.m. *Questions and Comments*

A Green Street Perspective from another Region: Philadelphia's Green Street Policy Grows from Its Green City/Clean Water Agenda

1:10-1:25 p.m. *Ms. Christine Knapp, City of Philadelphia Water Department*

1:25-1:40 p.m. *Questions and Comments*

Green Streets in a Very Urban Setting, the District of Columbia

1:40-1:55 p.m. *Ms. Meredith Upchurch, District of Columbia Department of Transportation*

1:55-2:10 p.m. *Questions and Comments*

Brief Break (2:10-2:20 p.m.)

Green Streets in Northern Virginia

2:20 - 2:30 p.m. *Mr. Pawan Sarang, State of Virginia Department of Transportation*

2:30-2:40 p.m. *Mr. Matthew Meyers, Fairfax County Department of Public Works and Environmental Services*

2:40-2:50 p.m. *Mr. Jason Papacosma, Arlington County Department of Environmental Services*

2:50-3:10 p.m. *Questions and Comments*

Green Streets in Suburban Maryland

3:10 - 3:20 p.m. *Ms. Meg Andrews, Office of Planning and Capital Programming, Maryland Department of Transportation*

3:20-3:30 p.m. *Ms. Danielle Glaros, Office of the Honorable Eric Olson, Council Member, Prince George's County Council*

3:30-3:40 *Mr. Jim Wilson, Prince George's County Department of Public Works and Transportation*

3:40-4:00 p.m. *Questions and Comments*

Wrap-up Discussion: What Are the Next Steps?

4:00-4:20 *Mr. Michael Farrell*

Green Streets Workshop

Policies and Practices Around the Region and the Country

AGENDA

WORKSHOP ON GREEN STREETS

Biographical Information about the Speakers

Ms. Dominique Lueckenhoff serves as Acting Deputy Director of the Water Protection Division and Director of the Office of State and Watershed Partnerships for the United States Environmental Protection Agency's Region 3 Office in Philadelphia. She is responsible for oversight of a variety of programs, including federal grants totaling over half a billion dollars under the Clean Water Act (CWA), covering the states of Pennsylvania, Maryland, Virginia, West Virginia, Delaware and the District of Columbia. Ms. Lueckenhoff has also served as the visionary and driver of the Mid-Atlantic Green Highways Partnership (GHP), a public/private, collaborative effort promoting environmental stewardship, safety and sustainability in the transportation sector - particularly highways. Since its inception in 2004, the GHP has served as a principal incubator of green highway and green street design and development throughout the US.

Christine Knapp is the Director of Strategic Partnerships for the Philadelphia Water Department, where she serves as the main liaison to City Council and engages numerous external stakeholders in the work of the regional drinking water, wastewater and stormwater utility. Over the past 10 years, Christine has been at the heart of Philadelphia's sustainability efforts. Prior to PWD, Knapp served as the Manager of Public and Client Relations for the Energy Efficient Buildings Hub, a U.S. Department of Energy project aimed at increasing energy efficiency in commercial buildings. As the Director of Outreach for PennFuture, Christine Knapp managed statewide environmental advocacy campaigns and was also the coordinator for the Next Great City initiative to implement a common sense, cost effective policy agenda for Philadelphia. Knapp has won the Florence Neilson award for her work on the board of the Recycling Alliance of Philadelphia and the Special Recognition Award from PhilaPOSH for her work building alliances between the environmental and labor movements.

Meredith Upchurch is the Low Impact Development Team lead at DDOT in Washington, D.C. where she implements projects and coordinates stormwater policy for the right-of-way. She is leading projects for RiverSmart Washington, Green Alleys, LID Design Standards and produced DDOT's 2010 LID Action Plan. While at Casey Trees, she developed the guidelines for "Tree Space Design: Growing the Tree Out of the Box". Meredith's first career was in aerospace engineering, but she changed focus to work on solving urban environmental problems. She has degrees in Engineering, Landscape Architecture, and Natural Resources from Duke and Virginia Tech.

Pawan Sarang is a Registered Professional Engineer in the State of Maryland and Commonwealth of Virginia. Mr. Sarang completed Post Graduate studies in Highway Engineering and has served with the Virginia Department of Transportation in the Northern Virginia District as District Drainage Engineer since July 2005. (The Northern Virginia District includes Arlington, Fairfax, Prince William and Loudoun Counties and various cities.) Previously, Mr. Pawang worked in Land Development, Site Design and Highway Hydraulics/Drainage/SWM field for 16 years, with extensive work in Counties of Prince George's, Maryland and Anne Arundel, Maryland.

Jason Papacosma is currently the watershed programs manager for the Arlington County Department of Environmental Services. He has worked for Arlington since 1999. His work unit develops and implements watershed management policies, programs, and projects; manages Arlington County's municipal separate storm sewer system (MS4) permit; and develops and oversees development-related stormwater regulations. Jason's watershed programs team also performs stream assessments, water quality monitoring, and storm-water facility inspections; reviews development plans for stormwater management compliance; and works with citizens on a variety of watershed issues. Jason holds an MS in environmental science from the University of Maryland and a BS in environmental studies and biology from Bowdoin College, Brunswick, Maine.

Ms. Meg Andrews has, since 2000, been Manager of Environmental Programs in the Secretary's Office of Planning and Capital Programming at the Maryland Department of Transportation. She has over 30 years of experience with various modes of transportation, having worked at the Maryland Aviation Administration, the Washington Metropolitan Area Transit Authority, as well as at the State Highway Administration. For the last ten years she has represented the Department on the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays, the Patuxent River Commission and the Maryland Green Building Council.

COG BOARD OF DIRECTORS MEETING

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

DATE: April 10, 2013
TIME: 12:00 Noon
PLACE: COG Board Room

AGENDA

7. FINAL REPORT OF THE INCIDENT MANAGEMENT AND RESPONSE OVERSIGHT COMMITTEE AND UPDATE ON THE METROPOLITAN AREA TRANSPORTATION OPERATION COORDINATION (MATOC) PROGRAM (12:25 – 1:00 p.m.)

Phil Andrews
Councilmember, Montgomery County
Chair, IMR Oversight Committee

Ron Kirby
Transportation Planning Director, COG

In the wake of the January 26, 2011 snow and ice storm, COG created a Steering Committee on Incident Management and Response (IMR) to offer recommendations to improve regional coordination, communication, preparedness, and decision-making during incidents and emergencies. The group released its report in November 2011, and it continued to meet and track progress on its recommendations as the IMR Oversight Committee. The Oversight Committee's March 2013 final report highlights significant progress in several areas, including information sharing among officials, messaging to the public, updating employee release policies, and prioritizing backup power for critical infrastructure.

One of the regional initiatives featured in the IMR report is MATOC, a joint program of DDOT, MDOT/SHA, VDOT, and WMATA, to promote real-time interagency information sharing and coordination. The Board will be briefed on the key role MATOC has in the region's transportation operations, including actions taken during the Presidential Inauguration and Super Storm Sandy, and its associated "data fusion engine", the Regional Integrated Transportation Information System (RITIS).

RECOMMENDED ACTION: Receive briefing.