



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: September 21, 2018

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: September 13, 2018

At its meeting on September 7, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- **SR4-2019:** To include \$8.2 million in National Highway Performance Program (NHPP) and \$800,000 in Surface Transportation Program (STP) funding in FY 2018 for five bridge and roadway projects, as requested by the District Department of Transportation (DDOT). Four of the five projects are exempt from the air quality conformity requirement and the fifth, the Return to L'Enfant project, is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- **SR5-2019:** To increase Advanced Construction (AC) funding by \$38.2 million, Advanced Construction Conversion (ACC) by \$10.6 million, Regional Surface Transportation Program (RSTP) funding by \$48.7 million and Surface Transportation Block Grant (STBG) funding by \$2.7 million for the Route 7 Corridor Improvements Phase I and Phase II projects (\$100.3 million total increase); and to add \$158.5 million in private funding for the I-395 Express Lanes Northern Extension project, as requested by the Virginia Department of Transportation. These projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.

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

Attachments

- SR4-2019
- SR5-2019

**TPB STEERING COMMITTEE
ATTENDANCE – SEPTEMBER 7, 2018**

MEMBERS

Bob Brown
Allison Davis
Martin Nohe
Mark Rawlings
Kari Snyder
Norman Whitaker

Loudoun County
WMATA
Prince William County
DDOT
MDOT
VDOT

PARTICIPANTS

Gary Erenrich
Xavier Harmony
Mike Lake
Chris Lakowski
Regina Moore
Sree Nampoothiri
Malcolm Watson
Adam Weigel
Vic Weissberg
Ciara Williams

Montgomery County DOT
VDRPT
Fairfax County
DC Council
VDOT
NVTA
Fairfax County DOT
Prince William County
Prince George's County
VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Ron Milone, DTP
Nick Ramfos, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Jane Posey, DTP
Eric Randall, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR FIVE BRIDGE AND ROADWAY PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of August 29, 2018 DDOT has requested that the FY 2017-2022 TIP be amended to include \$2.85 million in National Highway Performance Program (NHPP) funding in FY 2018 for the I-695 Bridges from I-395 to I-295/DC-295 project (TIP ID 6613); \$8.4 million in FY 2018 and a reduction of \$5.033 million in FY 2020 of NHPP funding for the Rehabilitation of 16th Street Bridge over Piney Branch Road NW project (TIP ID 6418); \$1.2 million in NHPP funding in FY 2019 for the Return to L'Enfant project (TIP ID 5718); \$800,000 in NHPP funding in FY 2018 for a new project – New York Ave. NE Bridge over Anacostia River (TIP ID 6657); and \$400,000 in Surface Transportation Block Grant (STBG) funding in FY 2018 for a new project – S Street from 7th Street to 4th Street NW Revitalization (TIP ID 6658), as described in the attached materials; and

WHEREAS, four of the five projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, and the fifth, the Return to L'Enfant project, is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 604);

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$2.85 million in NHPP funding in FY 2018 for the I-695 Bridges from I-395 to I-295/DC-295 project; \$8.4 million in FY 2018 and a reduction of \$5.033 million in FY 2020 of NHPP funding for the Rehabilitation of 16th Street Bridge over Piney Branch Road NW project; \$1.2 million in NHPP funding in FY 2019 for the Return to L'Enfant project; \$800,000 in NHPP funding in FY 2018 for a new project – New York Ave. NE Bridge over Anacostia River; and \$400,000 in STBG funding in FY 2018 for a new project – S Street from 7th Street to 4th Street NW Revitalization, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on Sept. 7, 2018

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

August 29, 2018

The Honorable Charles Allen, Chairman
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street N.E., Suite 300
 Washington, DC 20002-4290

Dear Chairman Allen,

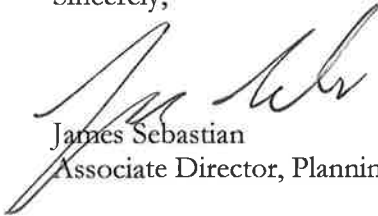
The District Department of Transportation (DDOT) requests that the District's Element of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) be amended as detailed below:

Project Name	Source	TIP ID	Phase	Funding Change	Year	Notes
I-695 Bridges From I-395 to I-295/DC-295	NHPP	6613	Con	\$2,850,000	2018	Funding Increase: Increase NHPP funding in 2018 for construction by \$2.85M
Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)	NHPP	6418	Con	\$8,400,000	2018	Funding increase and Change Year: Project advancing in 2018 instead of 2020; Reduce 2020 funding (\$5.033M) and include 2018 NHPP construction funding of \$8.4M
				\$(5,033,000)	2020	
Return to L'Enfant	NHPP	5718	PE	\$1,200,000	2018	Reinstate, increase funding, and add subprojects: Reinstate Project; increase STP funding by \$1.2M for PE in 2018; Add subprojects, "Massachusetts Ave NW over I-395" and "H St NW over I-395."
New York Ave NE Bridge over Anacostia River	NHPP	6657	PE	\$800,000	2018	New Project: Create new project.
S Street from 7th Street to 4th Street NW Revitalization	STP	6658	PE	\$400,000	2018	New Project: Create new project.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its September 7, 2018 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

A handwritten signature in cursive script, appearing to read "James Sebastian".

James Sebastian
Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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DDOT

Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 6613	Agency ID:	Title: I-695 Bridges From I-395 to I-295/DC-295	Complete:	Total Cost:	
Facility: I 695		NHPP 83/17/0		537 a	537
From: I 395					
To: I 295				Total Funds:	3,849

Description: Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.

Modification: Reduce FY18 Funding	Approved on: 7/18/2018
Move \$500k in NHPP construction funding in 2018 to TIP ID 3193	
Amendment: Add funding	Approved on: 9/7/2017
Funding Increase: Increase NHPP funding in 2018 for construction by \$2.85M	

Return to L'Enfant

TIP ID: 5718	Agency ID:	Title: Return to L'Enfant	Complete:	Total Cost:	\$27,000
Facility: I Center Leg Freeway		PRIV 0/0/0 12,000 a			
From: Massachusetts Avenue, NW		200,000 c			
To: E St., NW (Between 2nd & 3rd)					

Description: This project is intended to accommodate planned growth with maintaining the functionality of the local and regional transportation system, enhance vehicular, pedestrian, and bicycle connection around and across the freeway. Support the full development potential and re-establish the L'Enfant Plan street grid. In addition to an EA, the project will require an Interstate Modification Report (IMR). The implementation of this project will be privately funded.

- a. Transfer excess right of way to a developer (Mass Ave, E Street, 2nd Street, and 3rd Street; exclusive of F Street and G Street).
- b. Eliminate the SB entrance ramp from 3rd Street to I-395 and exit ramp to 3rd Street to I-39. SB access will be maintained via entrance ramp and portal located on Massachusetts Avenue.
- c. Re-align NB 2nd Street ramp.
- d. Re-establish F Street and G Street between 2nd Street and 3rd Street.
- e. Massachusetts Ave NW over I-395
- f. H St. NW over I-395

Amendment: Reinstate Project, Change Description	Approved on: 9/7/2017
Reinstate, increase funding, and add subprojects: Reinstate Project; increase STP funding by \$1.2M for PE in 2018; Add subprojects, "Massachusetts Ave NW over I-395" and "H St NW over I-395."	

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Bridge

Rehabilitation of 16th St Bridge over Piney Branch Rd, NW (Bridge No. 0022)

TIP ID: 6418	Agency ID:	Title: Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No	Complete: 2021	Total Cost: \$10,000
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Facility: 16th St Bridge NW over Piney Branch Rd. N	NHPP	83/17/0	1,000 a		8,362 c				8,362
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From: _____
To: _____ **Total Funds: 8,362**

Description: Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure. Completion of the interior safety walkways, and railings

Amendment: Advance Project, Increase Funding **Approved on: 9/7/2017**
Funding increase and Change Year: Project advancing in 2018 instead of 2020; Reduce 2020 funding (\$5.033M) and include 2018 NHPP construction funding of \$8.4M

Other

South Dakota Ave NE and New York Ave NE Interchange Improvement Study

TIP ID: 6657	Agency ID:	Title: New York Ave NE Bridge over Anacostia River	Complete:	Total Cost: \$800
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Facility: New York Ave NE	NHPP	83/17/0	800 a						800
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From: _____
To: _____ **Total Funds: 800**

Description: Rehabilitation or replacement of NY Ave Bridge over Anacostia, NE (Bridge 0076), to eliminate all structural deficiencies and to make the structure safe for the traveling public. The bridge is structurally deficient and must be rehabilitated.

Amendment: Add New Project **Approved on: 9/7/2017**
Add new project to the FY 2017-2022 TIP with \$800,000 in NHPP funding in FY 2019.

Streetscape

TIP ID: 6658	Agency ID:	Title: S St from 4th St to 7th St NW Revitalization	Complete:	Total Cost: \$400
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Facility: S St NW	STP	83/17/0	400 a						400
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From: 4th St NW
To: 7th St NW **Total Funds: 400**

Description: This project will assess the feasibility of roadway surface, safety, and streetscape improvements.

Amendment: Add New Project **Approved on: 9/7/2017**
Add new project to the FY 2017-2022 TIP with \$400,000 in STBG funding in FY 2019.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR TWO ROUTE 7 CORRIDOR
IMPROVEMENT PROJECTS AND THE I-395 EXPRESS LANES NORTHERN EXTENSION PROJECT,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letters of August 28th and August 31st, VDOT has requested that the FY 2017-2022 TIP be amended to reduce Advanced Construction (AC) funding by \$43.4 million in FY 2017, to increase AC funding by \$100.5 million, Regional Surface Transportation Program (RSTP) funding by \$22.6 million, and Surface Transportation Block Grant (STBG) funding by \$2.7 million, and to reduce Advance Construction Conversion (ACC) funding by \$22.6 million in FY 2018, and to decrease ACC funding in FY 2019 by \$1.4 million, and to add \$6.9 million ACC in FY 2020 and \$588,000 ACC funding in FY 2021 for the Route 7 Corridor Improvements – Phase 1 project (TIP ID 6519); to reduce AC funding by \$62 million in FY 2018, to add \$43.1 million in AC, \$14.2 million in ACC and \$26 million in RSTP funding in FY 2018, to add \$7.5 million ACC funding in FY 2019, \$5.9 million ACC funding in FY 2020, and to reduce ACC funding in FY 2021 by \$407,000 for the Route 7 Corridor Improvements – Phase 2 project (TIP ID 6539); and to add \$158.5 million in private funding to FY 2019 for the I-395 Express Lanes Northern Extension project (TIP ID 6593), as described in the attached materials; and

WHEREAS, these projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (both Route 7 Corridor Improvements – CON ID 221, VP2M, I-395 Express Lanes Northern Extension – CON ID 854, VI2V);

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to reduce AC funding by \$43.4 million in FY 2017, to increase AC funding by \$100.5 million, RSTP funding by \$22.6 million, and STBG funding by \$2.7 million, and to reduce ACC funding by \$22.6 million in FY 2018, and to decrease ACC funding in FY 2019 by \$1.4 million, and to add \$6.9 million ACC in FY 2020 and \$588,000 ACC funding in FY 2021 for the Route 7 Corridor Improvements – Phase 1 project; and to reduce AC funding by \$62 million in FY 2018, to add \$43.1 million in AC, \$14.2 million in ACC and \$26 million in RSTP funding in FY 2018, to add \$7.5 million ACC funding in FY 2019, \$5.9 million ACC funding in

FY 2020, and to reduce ACC funding in FY 2021 by \$407,000 for the Route 7 Corridor Improvements – Phase 2 project; and to add \$158.5 million in private funding to FY 2019 for the I-395 Express Lanes Northern Extension project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on Sept. 7, 2018.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

August 31, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for TIP ID #6519, VDOT UPC #99478, and TIP ID# 6539, VDOT UPC# 106917, Route 7 Corridor Improvements

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to revise cost estimates and update the funding program for the preliminary engineering, right of way acquisition and construction phases of the Route 7 Corridor Improvements project, Phases 1 and 2, extending from Reston Parkway to Jarrett Road in Fairfax County. VDOT will add one travel lane east and west bound; upgrade intersections and construct pedestrian and bicycle facilities. This was one of the projects selected for funding through the first round of the Commonwealth's Smart Scale performance based planning process.

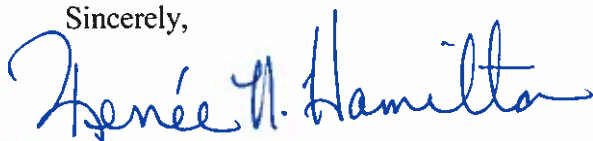
The amendments reflect the latest cost estimates and allocations approved by the Commonwealth Transportation Board. The TIP amendments will increase the cost estimate for TIP ID # 6539/UPC# 99478 by \$52 million to approximately \$188 million, and TIP P ID# 6539/ UPC# 106917 will increase by \$28 million to approximately \$126 million. The TIP amendments revise the funding plan for the project and add additional funding to support the increased cost estimate. In response to the revised cost estimates.

The funding proposed for Route 7 is part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP Financial Plan update. The amendments will not impact the regional 2016 CLRP Air Quality Conformity Analysis (AQC) because the project is included in the most recently approved AQC.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on September 7, 2018. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,


for Helen Cuervo, P.E.
District Administrator
Northern Virginia District

cc:

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

August 28, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment
for I-395 Express Lanes Northern Extension

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add \$158,508,000 in private funding to the I-395 Express Lanes Northern Extension. The funding is being programmed for the Construction phase in FY 2019. The total project cost estimate remains unchanged at \$462 million.

The project is included in TPB's approved 2016 CLRP and Air Quality Conformity Analysis. The funding amount and source reflect updates to total costs and planned obligations as approved by the Virginia Commonwealth Transportation Board. The amendment, shown in the attached TIP table, will not change the fiscal constraint status of the TIP or CLRP because private funds are being utilized.

Please note that the funding for the I-395 Express Lanes Northern Extension Public Partnership (P3) project consists of Private Activity Bonds (PABs), a Virginia Transportation Infrastructure Bank (VTIB) loan, and equity. The private partner will be responsible for the loan repayments. We have entered this funding information in the project description and entered the funding source as PRIV (Private) in the TPB iTIP database.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on September 7, 2017. We understand that final action by the full TPB will be added to the April 19, 2017 TPB agenda. VDOT's representative will attend the meetings and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo". The signature is written in a cursive style.

Helen Cuervo, P.E.
District Administrator
Northern Virginia District

cc:

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

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

FY 2017 - 2022

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6519 Agency ID: 99478		Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1				Project Cost: \$135,872 Complete: 2022				
Facility: RT 7 Leesburg Pike		AC	100/0/0	27,000 b	196 a					164,707
From: Reston Ave				37,158 c	100,353 c					
To: Jarrett Valley Drive										
AC 1		80/20/0		25,929 c						25,929
AC Conversion		80/20/0				12,131 c	21,781 c	1,278 c		35,190
AC Conversion 1		100/0/0				1,154 a 235 b	2,039 b	2,768 b		6,196
NHPP		100/0/0		670 a	1,229 a					1,899
RSTP		80/20/0			6,217 b 16,418 c					22,635
STBG		100/0/0			2,748 c					2,748

Total Funds: 259,304

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

FROM: Reston Avenue TO: Jarrett Valley Drive (0.5000 MI)

Modification: Update Funding **Approved on: 6/4/2018**
 FFY18-14 STIP ADJ – release \$39,563 (ACC-NHPP) FFY19, \$38,681 (ACC-NHPP) FFY20, \$84,700 (ACC-NHPP) FFY21 RW phase. Includes GARVEE Debt Service principal \$669,872 Prev., \$1,229,468 FFY18, \$1,879,501 FFY19, \$2,946,998 FFY20, \$3,457,525 FFY21. Total GARVEE Debt Service principal \$64,277,560. Debt Service UPC 110377. Linked to child UPC 106917.

Amendment: Add funding **Approved on: 9/7/2017**
 TIP AMD – add an addit'l \$196,133 (AC-NHPP) FFY18, \$1,154,298 (ACC-NHPP) FFY19 PE; release \$2,690,314 (AC-NHPP) Prev, add \$4,973,977 (RSTP) FFY18, release \$685,930(ACC-NHPP) FFY19, release \$908,370 (ACC-NHPP) FFY20, release \$689,536 (ACC-NHPP) FFY21 RW; release \$18,108,171 (AC-RSTP) Prev, add \$31,794,280 (AC-Other; \$26,021,187 Local, \$5,773,093 State) FFY18, add an addit'l \$59,297,938 (AC-NHPP), \$5,621,155 (RSTP), \$2,747,903 (STP/STBG), \$9,261,170 (AC-STP/STBG), release \$18,108,171 (ACC-RSTP) FFY18, add \$8,171,187 (ACC-STP/STBG) FFY20, \$1,089,983 (ACC-STP/STBG) FFY21, CN. Includes GARVEE Debt Service principal \$669,872 Prev., \$1,229,467 FFY18, \$1,389,704 FFY19, \$2,038,628 FFY20, \$2,767,989 FFY21. Total GARVEE Debt Service principal \$82,486,427. Debt Service UPC 110377. Linked to child UPC 106917.

Amendment: Add Funding **Approved on: 1/18/2017**
 Convert \$9.331 million RSTP funding in FY 2017 to AC, and change the phase of \$17.668 million in FY 2017 from Const. to ROW. Add \$106.472 million AC funding for Const. and \$670,000 in NHPP funding for PE in FY 2017. Add \$1.229 million in NHPP funding for PE in FY 2018. Corresponding debt service UPC 110377. Linked with child UPC 106917, corresponding debt service UPC 110378.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6539		Agency ID: 106917		Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2				Project Cost: \$98,000		Complete: 2024	
Facility: VA 7 Leesburg Pike	AC	100/0/0	49 a	296 a	43,084 c					78,380	
From: Reston Avenue				35,000 b							
To: 500 ft. E of Colvin Forest Drive											
	AC 1	0/100/0		957 a						957	
	AC 3	85/15/0		c							
	AC Conversion	80/20/0			14,171 c	8,602 c	7,074 c			29,847	
	AC Conversion 1	100/0/0				49 a	947 b	1,636 b		3,485	
						853 b					
	NHPP	100/0/0		704 a	486 a					1,565	
					375 b						
	RSTP	80/20/0		43 a	26,040 c					26,083	
Total Funds:										140,317	

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

Modification: Update Funding	Approved on: 6/4/2018
FFY18-14 STIP ADJ - rel \$295,783 (AC-NHPP) Prev, add \$295,783 (NHPP) FFY18 & \$189,952 (NHPP) FFY19 PE; rel \$24,252,310 (AC-NHPP) FFY18, rel \$852,555 (NHPP) FFY18, add \$2,015,332 (ACC-NHPP) FFY19, \$2,098,021 (ACC-NHPP) FFY20, \$2,043,116 (ACC-NHPP) FFY21 RW; rel \$5,504,447 (AC-Other) FFY18, add \$3,000,000 (AC-RSTP) & \$25,252,310 (AC-NHPP) FFY18 CN. GARVEE Debt Service principal includes: \$704,217 Prev, \$860,278 FFY18, \$2,015,332 FFY19, \$2,098,021 FFY20, \$2,043,116 FFY21. Total GARVEE Debt Service principal \$38,766,383. Corresponding Debt Service UPC 110378. Linked with parent UPC 99478.	
Amendment: UPC 106917	Approved on: 9/7/2017
TIP AMD - add \$48,968 (AC-NHPP) FFY18, add \$48,968 ACC-(NHPP) FFY19 PE; add \$4,761,894 (AC-NHPP) FFY18, release \$1,162,369 (ACC-NHPP) FFY19, release \$1,150,549 (ACC-NHPP) FFY20, release \$407,456 (ACC-NHPP) FFY21 RW; add \$28,934,676 (AC-Other) FFY18, release \$17,502,282 (AC-RSTP) Prev, release \$3,000,000 (AC-RSTP) FFY18, release \$6,375,355 (AC-NHPP) FFY18, add \$20,831,732 (RSTP) & \$777,395 (AC-STP) FFY18, add \$6,882,045 (ACC-RSTP) FFY19, \$5,658,734 (ACC-RSTP), & \$10,560,000 (ACC-RSTP) FFY21, add \$777,395 (ACC-STP/STBG) FFY21 CN. GARVEE Debt Service principal includes: \$704,217 Prev, \$860,278 FFY18, \$901,931 FFY19, \$947,472 FFY20, \$1,635,660 FFY21. Total GARVEE Debt Service \$38,766,385. Corresponding Debt Service UPC 110378. Linked with parent UPC 99478.	
Amendment: Add Funding	Approved on: 1/18/2017
Add \$296,000 in AC for PE, \$35 million in AC for ROW, and \$62 million in AC for Const. in FY 2017. Add \$704,000 in NHPP for PE in FY 2017 and \$1.417 million in NHPP for ROW in FY 2018. Corresponding debt service UPC 110378. Linked with parent UPC 99478.	

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6593 Agency ID: 110739 Title: I-395 EXPRESS LANES NORTHERN EXTENSION Project Cost: \$462,000 Complete:										
Facility: I 395	PRIV	0/0/0		154,969 c	148,523 c	158,508 c				462,000

From: VA 648 Edsall Road
To: Washington DC Line

Total Funds: 462,000

Description: To construct I395 Express Lanes Northern Extension from Edsall Road to Washington DC Line. (Consessionaire Transurban)

Amendment: I-395 Express Lanes Northern Extension	Approved on: 9/7/2017
Add \$158,508 PRV funding to FY 19, Constr	
Modification: Shift Construction Funding	Approved on: 4/25/2017
Move \$148.5 million of Private funding for construction from FY 2017 to FY 2018.	
Amendment: Add New Project	Approved on: 4/19/2017
Amend project into FY 2017-2022 TIP with \$303.5 million for construction in FY 2017. Anticipated funds consist of Private Activity Bonds (PABs), Equity, and Virginia Transportation Infrastructure Bank (VTIB) loan.	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: September 21, 2018

The attached letters were sent/received since the last TPB meeting.

Attachment



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

JUL 24 2018



David K. Paylor, Director
Department of Environmental Quality
P.O. Box 1105
Richmond, VA 23218

Dear Mr. Paylor:

This is a correction to a letter sent by the U.S. Environmental Protection Agency (EPA) on July 18, 2018. The purpose of this letter is to notify you that EPA will soon announce in the *Federal Register* EPA's determination that the 2014, 2025, and 2030 motor vehicle emission budgets (MVEBs) for nitrogen oxides (NO_x) and volatile organic compounds (VOCs) contained in the maintenance plan for the Washington, DC-MD-VA 2008 ozone national ambient air quality standard (NAAQS) marginal nonattainment area (hereafter, the Washington Area), submitted by the Commonwealth of Virginia Department of Environmental Quality (DEQ) as a state implementation plan (SIP) revision on January 3, 2018, are adequate for transportation conformity purposes. The SIP revision incorporates the latest available demographic projections into the MVEBs, and establishes the modeled budget years. The budgets will become effective 15 days after the Federal Register publication date.

Pursuant to 40 CFR 93.118(e)(4) of the Transportation Conformity Rule (40 CFR part 93, subpart A), EPA has reviewed the 2014, 2025, and 2030 MVEBs contained in the maintenance plan for the Washington Area, which were developed with the use of EPA's Motor Vehicle Emission Simulator (MOVES2014a). EPA has determined that these MVEBs are adequate for transportation conformity purposes. However, this adequacy finding does not relate to the merits of the SIP submittal nor does it indicate whether the submittal meets the requirements for approval.

The Washington Area maintenance plan includes two sets of MVEBs, shown in Table 1 and Table 2. The MVEBs shown in Table 1 will be the applicable motor vehicle emissions budgets after the adequacy findings are effective. The MVEBs shown in Table 2 add a twenty percent (20%) transportation buffer to the mobile emissions inventory projections for NO_x and VOC in 2025 and 2030. The MVEBs shown in Table 2 that include a transportation buffer will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan (Table 1). The technical analyses used to demonstrate compliance with the MVEBs and the need, if any, to use transportation buffers will be fully documented in the conformity analysis and follow the Transportation Planning Board's (TPB) interagency consultation procedures.



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Table 1. Washington, DC-MD-VA Maintenance Plan On-Road Mobile Source Emissions Budgets

Year	Motor Vehicle Emissions Budget for NO _x On-Road Emissions (tons per day)	Mobile Vehicle Emissions Budget for VOC On-Road Emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	40.7	33.2
2030	27.4	24.1

Table 2. Washington, DC-MD-VA Maintenance Plan On-Road Mobile Source Emissions Budgets with Transportation Buffers

Year	Motor Vehicle Emissions Budget for NO _x On-Road Emissions (tons per day)	Mobile Vehicle Emissions Budget for VOC On-Road Emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	48.8	39.8
2030	32.9	28.9

EPA opened the public comment period on the adequacy of the submitted SIP by posting to the EPA Office of Transportation and Air Quality's adequacy review website at: <https://www.epa.gov/state-and-local-transportation> on May 21, 2018. The comment period closed on June 20, 2018, and no comments were received. EPA has concluded that the 2014, 2025, and 2030 MVEBs satisfy the requirements of 40 CFR 93.118(e)(4)(iv), and are therefore adequate for transportation conformity purposes. EPA will soon publish a notice in the Federal Register announcing this adequacy finding. The Federal Register will also announce the date that the adequacy finding becomes effective. The MVEBs will be available for use on the effective date.

If members of your staff have any questions regarding this finding, they may direct them to Ms. Sara Calcinore, at (215) 814-2043.

Sincerely,



Cristina Fernandez, Director
Air Protection Division

Enclosure



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cc: Michael G. Dowd, Director, Air Quality Division
Kanti Srikanth, National Capital Region Transportation Planning Board (TPB)
Sunil Kumar, Metropolitan Washington Air Quality Committee (MWAQC)



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Customer Service Hotline: 1-800-438-2474*

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

DATE: July 24, 2018

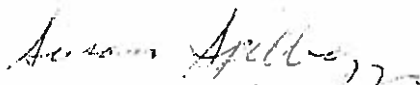
SUBJECT: Technical Support Document (TSD) - Adequacy Finding for the Washington, DC-MD-VA 2008 Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Area 2014, 2025, and 2030 Motor Vehicle Emission Budgets (MVEBs) for Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs).

FROM: Sara Calcinore
Office of Air Program Planning (3AP30)



TO: Administrative Record for the Adequacy Finding for the Washington, DC-MD-VA 2008 Ozone National Ambient Air Quality Standards (NAAQS) Nonattainment Area 2014, 2025, and 2030 Motor Vehicle Emission Budgets (MVEBs) for Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs).

THRU: Susan Spielberger, Associate Director
Office of Air Program Planning (3AP30)



I. Background

On March 12, 2018, January 29, 2018, and January 3, 2018, the District of Columbia (the District), State of Maryland (Maryland), and Commonwealth of Virginia (Virginia), respectively, formally submitted, as revisions to their SIPs, a joint maintenance plan for the Washington, DC-MD-VA 2008 ozone national ambient air quality standards (NAAQS) nonattainment area (referred to as "the Washington Area") that was prepared by the Metropolitan Washington Council of Governments (COG).

II. Transportation Conformity Requirements

Transportation conformity is required under section 176(c) of the Clean Air Act (CAA) to ensure that federally supported highway, transit projects, and other activities are consistent with (conform to) the purpose of the SIP. The CAA requires federal actions in nonattainment and maintenance areas to "conform to" the goals of SIP. This means that such actions will not cause or contribute to violations of a NAAQS; worsen the severity of an existing violation; or delay timely attainment of any NAAQS or any interim milestone. Actions involving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding or approval are subject to the Transportation Conformity Rule (40 CFR part 93, subpart A). Under this rule, metropolitan planning organizations (MPOs) in nonattainment and maintenance areas coordinate

with state air quality and transportation agencies, EPA, FHWA, and FTA to demonstrate that their metropolitan transportation plans and transportation improvement plans (TIPs) conform to applicable SIPs. This is typically determined by showing that estimated emissions from existing and planned highway and transit systems are less than or equal to the MVEBs approved into a SIP.

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

III. Review of Motor Vehicle Emissions Modeling

To evaluate the submitted motor vehicle emissions inventory, it was necessary to review the supporting modeling completed using EPA's Motor Vehicle Emission Simulator (MOVES2014a). The District's, Maryland's, and Virginia's submitted files include run specifications (RunSpecs) describing the scenario parameters, input databases containing local fleet data, and output databases containing the modeling results. The submitted RunSpecs, input databases, and output database(s) were reviewed against the EPA MOVES Technical Guidance document: *MOVES2014 and 2014a Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. This document provides guidance on the use of the MOVES model to develop inventories for SIPs as well as analysis of emissions for transportation conformity determinations.

EPA carefully reviewed the RunSpecs, input databases, and output databases used in the analysis to ensure that all was completed consistently with the recommendations outlined in the MOVES Technical Guidance document and are appropriately representative of the modeling domain and analysis year. Table 1 presents a summary of the review of the RunSpecs and the selections made for each parameter. Table 2 presents a summary of the review of each MOVES input parameter from the District's, Maryland's, and Virginia's submittal. Table 3 presents a summary of the review of the output and post-processing methodology.

The RunSpecs, input databases, and output database were reviewed and found to have followed the applicable EPA guidance provided in the *MOVES2014 and 2014a Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. Additionally, sufficient documentation was provided by the District, Maryland, and Virginia to support the data, decisions, and assumptions made for each parameter.

Domain/Scale	County scale was selected – allowing for appropriate detail necessary for regulatory analysis.
Time Spans Panel	Hourly time aggregation was selected. All appropriate months, days, and hours were selected. The appropriate year was selected for the scenario being modeled.
Geographic Bounds	Washington DC, Montgomery County, Prince George’s County, Frederick County, Charles County, Calvert County, the City of Alexandria, Arlington County, Fairfax County, Loudoun County, and Prince William County were selected.
Vehicles/Equipment	Gasoline, ethanol, diesel, and compressed natural gas (CNG) fuels were selected. All source types were selected.
Road Type	All road types were selected.
Pollutants and Processes	NO _x and VOCs were selected. All processes were included in the analysis.

Parameter	Submittal
Age Distribution	All source types were included with fractions for ages (0-30 years).
Average Speed Distribution	Average speed distributions were provided for all source types, for each combination of road type and hour of the day.
Fuel (fuel formulation, fuel supply, fuel usage, and alternative vehicle fuels and technologies (AVFT))	<ul style="list-style-type: none"> • A complete fuel supply table was provided with all fuel types present in the region. • Appropriate fuel properties were included in the fuel formulation table, including Reid Vapor Pressure (RVP), ethanol content, and sulfur levels. • The fuel usage table was provided and described the ethanol use by E-85 capable vehicles. • The AVFT table was provided. Any and all changes to the default fuels have been sufficiently documented.
Meteorology Data	Local meteorology data (temperature and humidity) was provided for each hour of the day for each month.
Ramp Fraction	Local fractions of ramp driving times were provided for restricted access roadways.
Road Type Distribution	The vehicle miles traveled (VMT) fraction for each road type was provided for each source type and road type.
Source Type Population	The number of vehicles of each source type was provided.

Vehicle Type VMT (includes inputs for annual VMT, daily VMT fraction, hourly VMT fraction, and monthly VMT fraction)	<ul style="list-style-type: none"> • Annual VMT was provided for the five MOVES highway performance management system (HPMS) vehicle categories. • Monthly VMT fractions were provided for all source types and month. • Daily VMT fractions were provided for all days and source types. • Hourly VMT fractions were provided for each day type and source type.
Inspection/Maintenance (I/M) Programs	The existing I/M program was accurately described.

Table 3. Review of the output database and post-processing steps for the Washington Area 2014, 2025, and 2030 MVEBs for NO_x and VOCs	
MOVES run table	Appropriate version of MOVES was used. All calculation bundles were processed.
MOVES error table	No errors were produced in any of the runs.
MOVES output	The output contains emission results for all necessary source types, processes, and pollutants.
Output processing	The output was appropriately summed to generate the emissions inventory. The methodology was documented.

IV. Administrative Requirements for Making Adequacy Finding

This TSD is only addressing the 2014, 2025, and 2030 MVEBs contained in the joint maintenance plan for the Washington Area, which was formally submitted as a revision to the District's, Maryland's, and Virginia's SIPs by the District, Maryland, and Virginia on March 12, 2018, January 29, 2018, and January 3, 2018, respectively. EPA followed the process for determining the adequacy of the MVEBs identified in the maintenance plan for the Washington Area in accordance with the procedures listed in the January 1997 Conformity Regulations contained in 40 CFR part 93, 118(f) "Adequacy review process for implementation plan submissions."

On May 21, 2018, a notice was posted on EPA's website entitled, "Washington, DC-MD-VA 2008 8-hour ozone maintenance plan (NO_x and VOC budgets for 2014, 2025, and 2030)," located at <https://www.epa.gov/state-and-local-transportation/state-implementation-plans-sip-submissions-currently-under-epa#washington-dc-md-va>, for the purpose of opening EPA's 30-day public comment period on the proposed 2014, 2025, and 2030 NO_x and VOC MVEBs in the maintenance plan for the Washington Area.

EPA's public comment period closed on June 20, 2018. EPA received no comments on the proposed MVEBs. This TSD will be an enclosure to the letters from EPA to the District, Maryland, and Virginia informing them of EPA's findings on the 2014, 2025, and 2030 NO_x and VOC MVEBs included in the maintenance plan for the Washington Area. EPA will publish a Federal Register notice announcing our adequacy findings.

The effective date of the adequacy findings will be 15 days after the publication date of that notice. Once EPA has published the Federal Register notice, the letters EPA sent to the District, Maryland, and Virginia and this TSD will be posted at <http://www3.epa.gov/otaq/stateresources/transconf/adequacy.htm>.

Shown in Table 4 are the 2014, 2025, and 2030 NO_x and VOC MVEBs from the joint maintenance plan for the Washington Area, which was submitted by the District, Maryland, and Virginia as a SIP revision. The MVEBs in Table 4 for NO_x and VOCs will be applied to all future transportation conformity determinations and analyses for the ozone NAAQS. The MVEBs shown in Table 5 add a twenty percent (20%) transportation buffer to the mobile emissions inventory projections for NO_x and VOC in 2025 and 2030. The MVEBs shown in Table 5 that include a transportation buffer will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan (Table 4). The technical analyses used to demonstrate compliance with the MVEBs and the need, if any, to use transportation buffers will be fully documented in the conformity analysis and follow the Transportation Planning Board's (TPB) interagency consultation procedures.

Table 4. Washington, DC-MD-VA Maintenance Plan On-Road MVEBs		
Year	MVEBs for NO _x On-Road Emissions (tons per day)	MVEBs for VOC On-Road Emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	40.7	33.2
2030	27.4	24.1

Table 5. Washington, DC-MD-VA Maintenance Plan On-Road MVEBs with Transportation Buffers		
Year	MVEBs for NO _x On-Road Emissions (tons per day)	MVEBs for VOC On-Road Emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	48.8	39.8
2030	32.9	28.9

V. Evaluation of the Adequacy of the 2014, 2025, and 2030 NO_x and VOC MVEBs in the Maintenance Plan for the Washington Area Submitted by the District, Maryland, and Virginia

In this TSD, EPA is evaluating the 2014, 2025, and 2030 NO_x and VOC MVEBs associated with the maintenance plan for the Washington Area, which was submitted by the District, Maryland, and Virginia as a revision to their SIPs, for conformity purposes (including the MVEBs with the 20% buffer). EPA is using the evaluation criteria detailed in the Transportation Conformity Rule, 40 CFR part 93.118(e)(4)(i) through 93.118(e)(4)(vi) and 93.118(e)5. The evaluation is

presented in Table 6, below.

Table 6. Adequacy of the 2014, 2025, and 2030 NO _x and VOC MVEBs contained in the Washington Area Maintenance Plan		
Transportation Conformity Rule 40 CFR Part 93	Review Criteria	Was the Criterion Satisfied? If Yes, How was this Criteria Satisfied?
Sec. 93.118(e)(4)(i)	Was the submitted revised plan endorsed by the Governor (or his or her designee) and subject to a State public hearing?	Yes. The District's maintenance plan SIP was endorsed and submitted by the Governor's designee, Tommy Wells, the Director of the District Department of Energy and Environment. Maryland's maintenance plan SIP was endorsed and submitted by the Governor's designee, the Honorable Ben Grumbles, Secretary of Maryland Department of the Environment. Virginia's maintenance plan SIP was endorsed and submitted by the Governor's designee, David K. Paylor, Director of Virginia Department of Environmental Quality. A public hearing on the District, Maryland, and Virginia's SIP proposal was held on November 1, 2017, November 8, 2017, and November 6, 2017, respectively.
Sec. 93.118(e)(4)(ii)	Before the implementation plan was submitted to EPA, did consultation between federal, State and local agencies occur; was full implementation plan documentation provided to EPA, and was EPA's stated concerns, if any, addressed?	Yes. Consultation has occurred among all required Federal, State, and local agencies. This included the following: the District Department of Energy and Environment (DOEE), Maryland Department of the Environment (MDE), Virginia Department of Environmental

		Quality (DEQ), EPA, FHWA, FTA, and the Metropolitan Washington Council of Governments' (COG) National Transportation Planning Board (TPB).
Sec. 93.118(e)(4)(iii)	Were the MVEBs clearly identified and precisely quantified?	Yes, the budgets are clearly identified on pages 25-26 of the Maintenance Plan for the Washington DC-MD-VA 2008 Ozone NAAQS Nonattainment Area SIP revision prepared by the Metropolitan Washington Council of Governments (COG) for the District DOEE, MDE, and Virginia DEQ.
Sec. 93.118(e)(4)(iv)	Are the motor vehicle emissions, when considered together with all other emission reductions, consistent with applicable requirements for maintenance strategies?	EPA believes the budgets can be declared adequate because, in conjunction with the other emission reductions, the mobile emissions budgets for 2014, 2025, and 2030 for NO _x and VOCs reflect a continuation of a downward trend in mobile emissions over time.
Sec. 93.118(e)(4)(v)	Are the motor vehicle emissions consistent with and clearly related to the emissions inventory and the control measures in the Plan?	EPA believes that the motor vehicle emissions are clearly related to the emissions inventory and control measures in the SIP submittal and support emissions levels showing attainment and maintenance of the NAAQS.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted maintenance plan: explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see Sec. 93.101 for definition); and reasons for	Not applicable as the SIP submittal is a new maintenance plan for the Washington Area.

	the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).	
Sec. 93.118(e)(5)	Did they provide and we review public comments and the State's responses to those comments with the submitted control strategy SIP?	There were no comments on the proposed motor emission budgets in the SIP development process in the respective states.

VI. Findings

Based upon EPA's review and evaluation of the 2014, 2025, and 2030 NO_x and VOC MVEBs contained in the maintenance plan for the Washington Area SIP revision, EPA finds the MVEBs adequate for transportation conformity purposes as the MVEBs are consistent with the Washington Area's inventory showing present attainment of the 2008 ozone NAAQS and are therefore consistent with the Washington Area's attainment and maintenance of the 2008 ozone NAAQS. The applicable MVEBs for purposes of determining conformity are 40.7 tons per day of NO_x and 33.2 tons per day of VOCs for 2025 and 27.4 tons per day of NO_x and 24.1 tons per day of VOCs for 2030, which are shown in Table 4. As stated previously, the MVEBs shown in Table 5 that include a transportation buffer will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan (Table 4). These MVEBs, which include a 20% transportation buffer, are 48.8 tons per day of NO_x and 39.8 tons per day of VOCs for 2025 and 32.9 tons per day of NO_x and 28.9 tons per day of VOC for 2030.

includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. *Tips for preparing your comments.* When preparing and submitting your comments, see the commenting tips at <http://www.epa.gov/dockets/comments.html>.

II. Registration Applications

EPA has received an application to register a new use for a pesticide product containing a currently registered active ingredient. Pursuant to the provisions of FIFRA section 3(c)(4) (7 U.S.C. 136a(c)(4)), EPA is hereby providing notice of receipt and opportunity to comment on this application. Notice of receipt does not imply a decision by the Agency on this application.

New Uses

EPA registration numbers: 59639–107, 59639–138, 59639–202. *Docket ID number:* EPA–HQ–OPP–2017–0273. *Applicant:* The Interregional Research Project No. 4 (IR–4), Rutgers, The State University of New Jersey, 500 College Road East, Suite 201 W, Princeton, NJ 08540. *Active ingredient:* etoxazole. *Product type:* insecticide. *Proposed use:* sweet corn. Contact: RD.

Authority: 7 U.S.C. 136 *et seq.*

Dated: July 24, 2018.

Michael Goodis,

Director, Registration Division, Office of Pesticide Programs.

[FR Doc. 2018–16768 Filed 8–3–18; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–R03–OAR–2018–0215; FRL–9981–71–Region 3]

Adequacy Status of Motor Vehicle Emission Budgets in Submitted State Implementation Plan for Transportation Conformity Purposes; District of Columbia, Maryland, and Virginia; Washington, DC–MD–VA 2008 8-Hour Ozone National Ambient Air Quality Standard Nonattainment Area Maintenance Plan 2014, 2025, and 2030 Motor Vehicle Emissions Budgets for Nitrogen Oxides and Volatile Organic Compounds

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy.

SUMMARY: In this document, the Environmental Protection Agency (EPA or Agency) is notifying the public that the Agency has found that the 2014, 2025, and 2030 motor vehicle emissions budgets (MVEBs) for the ozone precursors nitrogen oxides (NO_x) and volatile organic compounds (VOC) contained in the maintenance plan for the Washington, DC–MD–VA 2008 ozone national ambient air quality standards (NAAQS) nonattainment area (hereafter “the Washington Area” or “the Area”) are adequate for conformity purposes. As a result of EPA’s finding, the Washington Area must use the NO_x and VOC MVEBs from the submitted maintenance plan for the Washington Area in future conformity determinations.

DATES: This finding is effective August 21, 2018.

FOR FURTHER INFORMATION CONTACT: Sara Calcinore, (215) 814–2043, or by email at calcinore.sara@epa.gov.

SUPPLEMENTARY INFORMATION:

On March 12, 2018, January 29, 2018, and January 3, 2018, the District of Columbia (the District), State of Maryland (Maryland), and

Commonwealth of Virginia (Virginia), respectively, formally submitted, as revisions to their SIPs, a maintenance plan for the Washington Area. The maintenance plan includes NO_x and VOC MVEBs for the Washington Area for the years 2014 (the attainment year), 2025, and 2030. Under 40 CFR part 93, a MVEB for an area seeking redesignation to attainment must be established, at minimum, for the last year of the maintenance plan. A state may adopt MVEBs for other years as well. The MVEBs are the amount of emissions allowed in the SIP for on-road motor vehicles and establishes an emissions ceiling for the regional transportation network. The most recently approved MVEBs for the Washington Area originate from the attainment plan for the 1997 ozone NAAQS, which EPA found adequate on February 7, 2013 (78 FR 9044). The maintenance plan includes two sets of NO_x and VOC MVEBs, shown in Table 1 and Table 2. The MVEBs shown in Table 1 will be the applicable motor vehicle emissions budgets after the adequacy findings are effective. The MVEBs shown in Table 2 add a twenty percent (20%) transportation buffer to the mobile emissions inventory projections for NO_x and VOC in 2025 and 2030. The MVEBs shown in Table 2 that include a transportation buffer will be used only as needed in situations where the conformity analysis must be based on different data, models, or planning assumptions, including, but not limited to, updates to demographic, land use, or project-related assumptions, than were used to create the first set of MVEBs in the maintenance plan (Table 1). The technical analyses used to demonstrate compliance with the MVEBs and the need, if any, to use transportation buffers will be fully documented in the conformity analysis and follow the Transportation Planning Board’s (TPB) interagency consultation procedures.

TABLE 1—WASHINGTON, DC-MD-VA MAINTENANCE PLAN ON-ROAD MVEBS

Year	MVEBs for NO _x on-road emissions (tons per day)	MVEBs for VOC on-road emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	40.7	33.2
2030	27.4	24.1

TABLE 2—WASHINGTON, DC-MD-VA MAINTENANCE PLAN ON-ROAD MVEBS WITH TRANSPORTATION BUFFERS

Year	MVEBs for NO _x on-road emissions (tons per day)	MVEBs for VOC on-road emissions (tons per day)
2014 (Attainment Year)	136.8	61.3
2025	48.8	39.8
2030	32.9	28.9

On May 21, 2018, EPA posted the availability of the 2014, 2025, and 2030 NO_x and VOC MVEBs for the Washington Area on EPA’s website for the purpose of soliciting public comments as part of the adequacy process. The comment period closed on June 20, 2018 and EPA received no comments.

This document is simply an announcement of a finding that we have already made. EPA Region III sent letters to the District of Columbia Department of Energy and Environment (DOEE), Maryland Department of the Environment (DOE), and the Virginia Department of Environmental Quality (DEQ) on July 24, 2018 finding that the 2014, 2025, and 2030 NO_x and VOC MVEBs in the maintenance plan for the Washington Area submitted by the District, Maryland, and Virginia on March 12, 2018, January 29, 2018, and January 3, 2018, respectively, are adequate and must be used for transportation conformity determinations in the Washington Area.¹ The finding and associated letters are available at EPA’s conformity website: <https://www.epa.gov/state-and-local-transportation>.

Transportation conformity is required by Clean Air Act (CAA) section 176(c). EPA’s conformity rule requires that transportation plans, transportation improvement programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The criteria by which we determine whether a SIP’s MVEBs are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). We’ve described our

¹ EPA originally informed the District, Maryland, and Virginia that the 2014, 2025, and 2030 MVEBs were adequate for use in transportation conformity analyses in letters dated July 18, 2018. EPA revised language in these letters and sent the revised letters to the District, Maryland, and Virginia on July 24, 2018. The original and revised letters are available online at <http://www.regulations.gov> as well as EPA’s conformity website: <https://www.epa.gov/state-and-local-transportation>.

process for determining the adequacy of submitted SIP budgets in our July 1, 2004 preamble starting at 69 FR 40038, and we used the information in these resources in making our adequacy determination. Please note that an adequacy review is separate from EPA’s completeness review and should not be used to prejudge EPA’s ultimate approval action for the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

The finding for the 2014, 2025, and 2030 NO_x and VOC MVEBs contained in the maintenance plan for the Washington Area and the response to comments are available at EPA’s conformity website: <https://www.epa.gov/state-and-local-transportation>.

Authority: 42 U.S.C. 7401–7671q.

Dated: July 24, 2018.

Cosmo Servidio,

Regional Administrator, Region III.

[FR Doc. 2018–16777 Filed 8–3–18; 8:45 am]

BILLING CODE 6560–50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–OW–2018–0270; FRL–9981–86–OW]

Announcement of the Per- and Polyfluoroalkyl Substances (PFAS) North Carolina Community Engagement

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of an event.

SUMMARY: The Environmental Protection Agency (EPA) will host a Per- and Polyfluoroalkyl Substances (PFAS) community engagement in Fayetteville, North Carolina. The goal of the event is to allow the EPA to hear directly from North Carolina communities to understand ways the Agency can best support the work that is being done at the state, local, and tribal level. For more information on the event, visit the EPA’s PFAS website: <https://www.epa.gov/pfas/pfas-community-engagement>. During the recent PFAS National Leadership Summit, the EPA announced plans to visit communities to hear directly from those impacted by

PFAS. These engagements are the next step in the EPA’s commitment to address challenges with PFAS. The EPA anticipates that the community engagements will provide valuable insight for the Agency’s efforts moving forward. For more information, go to the **SUPPLEMENTARY INFORMATION** section of this notice.

DATES: The event will be held on August 14, 2018, from 10 a.m. to 8 p.m., eastern time. The public listening session will begin at 3 p.m., eastern time.

ADDRESSES: The event will be held at the Crown Ballroom, 1960 Coliseum Drive, Fayetteville, North Carolina 28306. If you are unable to attend the North Carolina Community Engagement event, you will be able to submit comments at <http://www.regulations.gov>: Enter Docket ID No. EPA–OW–2018–0270. Citizens, including those that attend and provide oral statements, are encouraged to send written statements to the public docket. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or withdrawn. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

FOR FURTHER INFORMATION CONTACT: Davina Marraccini, USEPA Region 4, 61 Forsyth Street SW (Mail Code 9T24), Atlanta, Georgia 30303–8960; telephone



July 30, 2018

Hon. Charles Allen
Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Allen:

Thank you for your letter requesting funding support for the Transportation Planning Board's (TPB) FY 2019 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will again provide \$150,000 funding for the 2019 campaign, and this letter reflects that commitment. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Wiedefeld". The signature is fluid and cursive, with the first name being the most prominent.

Paul J. Wiedefeld
General Manager and
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation, MWCOG

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*



National Capital Region
Transportation Planning Board

August 20, 2018

Brandye Hendrickson, Acting FHWA Administrator
U.S. DOT/Federal Highway Administration
Office of Planning, Environment, and Realty
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Ms. Hendrickson:

I am writing to convey the National Capital Region Transportation Planning Board's (TPB's) support for the Maryland Department of Transportation Maryland Transit Administration's (MDOT MTA's) application for funding available for planning projects through the Federal Highway Administration's (FHWA's) National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination.

The coordination of these partners across the Mid-Atlantic Region will strengthen cross jurisdictional relationships and advance the complex coordination of commuter rail and demand management for the whole transportation network. The planning effort will include coordination of separate yet related studies to assess the feasibility of closing the commuter rail gap between Maryland and Delaware and an assessment of the feasibility of commuter rail run-through service between Maryland and Virginia. This grant will also establish an essential framework for critical coordination in the Mid-Atlantic region and act as a catalyst for future multi-jurisdictional coordination on transportation projects.

In the coming year, TPB plans to undertake a high-level analysis examining aspects of the potential market for commuter rail run-through service between Maryland and Virginia through its Unified Planning Work Program (UPWP) Technical Assistance Program. The TPB study will not be duplicative of the undertaking proposed through FHWA's National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination. Rather, both studies will complement one another. Collectively, these efforts align very well with TPB policy goals to provide a comprehensive range of accessible transportation options, as articulated in TPB's Regional Transportation Priorities Plan for the National Capital Region.

TPB encourages the FHWA to favorably consider MDOT MTA's application for the coordination of commuter rail planning efforts. Please do not hesitate to contact me at (202) 962-3257, ksrikanth@mwcog.org with any questions about how we intend to support this effort to increase this region's capacity to understand and plan for the increasingly congested movement of people and goods in these four states and the District of Columbia.

Sincerely,

Kanathur Srikanth
Director, MWCOG Department of Transportation Planning
Staff Director, National Capital Region Transportation Planning Board

Patricia Warren

From: Myers, Theresa D. <tdmyers@co.pg.md.us>
Sent: Monday, August 27, 2018 2:18 PM
To: Matt.Letourneau@loudoun.gov
Cc: Patricia Warren
Subject: Letter concerning BW Parkway
Attachments: BW Parkway letter.pdf



The attached letter was mailed to Metropolitan Washington Council of Governments at 777 North Capitol Street NE, Suite 300, Washington DC 20002. It was returned undeliverable by the Post Office. I'll try re-mailing the hard copy. I

Terry Myers
Office of the Clerk of the Council
(301) 952-3601 - tdmyers@co.pg.md.us

PRINCE GEORGE'S COUNTY COUNCIL

This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.

*Copy to Kanti
Paul*



Dannielle M. Glaros
Chair
Council District 3
(301) 952-3060

JUL 24 2018

RECEIVED

AUG 21 2018

CLERK OF THE COUNCIL
PRINCE GEORGE'S COUNTY MARYLAND

The Honorable Lawrence J. Hogan, Jr.
Maryland Governor
100 State Circle
Annapolis, Maryland 21401-1924

Re: **Prince George's County Council's Strong Opposition to the Transfer of the Baltimore-Washington Parkway from the United States Park Service to the State of Maryland**

Dear Governor Hogan,

On behalf of the County Council of Prince George's County, I write in strong opposition to the proposed transfer of the Baltimore-Washington Parkway from the United States Park Service to the State of Maryland. We encourage you and your Administration to discontinue your plan to make this transfer for the well-being of all the people of Maryland, and all the people who visit Maryland. This correspondence is in follow-up to Council Resolution CR-24-2018, opposing the transfer, which we sent to you on April 24, 2018.

Historically, the Baltimore-Washington Parkway was first envisioned by Pierre Charles L'Enfant in his original plan for the United States of America's new capital in 1791. The Maryland State government worked with the federal government during the Second World War to construct the Baltimore-Washington Parkway and with its completion in October 1954 created a scenic entrance into the Nation's capital.

The Baltimore-Washington Parkway has improved connectivity by linking the cities of Baltimore and Washington, as well as neighborhoods along the route, and providing convenient access to numerous locations of public interest, such as national and state parks, educational museums, and emerging suburban neighborhoods. These locations include the NASA Goddard Visitor Center, the Greenbelt National Park, the National Wildlife Visitor Center, and the Prince George's Hospital Center. Free and convenient access to the Baltimore-Washington Parkway has facilitated visitation to these, and many other, locations along the Baltimore-Washington Parkway.

The Baltimore-Washington Parkway is dedicated to the life and work of Maryland Congresswoman Gladys Noon Spellman, who dutifully and honorably served her State and community as President of the PTA, member of the Prince George's County Council, President of the National Association of Counties, and distinguished member of the United States House of Representatives. The Baltimore-Washington Parkway continues to provide these notable benefits.



Page Two

Letter - Prince George's County Council's Strong Opposition to the Transfer of the Baltimore-Washington Parkway from the United States Park Service to the State of Maryland

Despite the substantial development in the 70 years since its construction, the Baltimore-Washington Parkway maintains its picturesque scenery with protected wildlife, forest lined lanes, and preservation of natural aesthetic. The scenic and peaceful atmosphere of the Baltimore-Washington Parkway has been protected. Your Administration's \$9 Billion Traffic Relief Plan, which includes the plan to widen the Baltimore-Washington Parkway, runs counter to the protection of the Parkway's aesthetic underpinnings. In addition, the potential for toll lanes makes your Administration's Traffic Relief Plan for the Baltimore-Washington Parkway untenable.

As you are aware, the General Agreement between the United States Department of the Interior and the State of Maryland signed by you on June 22, 2018, provides that the General Agreement does not bind either party to completing a transfer or exchange of the Parkway. Further, the General Agreement provides that the Baltimore-Washington Parkway cannot be transferred to the State without Federal legislation. We would like to engage you and our Maryland Members of the United States Senate and Maryland Members of the United States House of Representatives in finding an alternative to the proposed transfer.

In closing, the County Council of Prince George's County, Maryland declares its strong opposition to the proposal to transfer the Baltimore-Washington Parkway from the National Park Service or to any other entity as being against the public interest. Your consideration of the aforementioned policies to preserve the Baltimore-Washington Parkway would be gratefully appreciated.

Respectfully,



Dannielle M. Glaros, Chair
Prince George's County Council

Enclosure - CR-24-2018 - A Resolution concerning the Baltimore-Washington Parkway Adopted April 24, 2018.

cc:

**Donald J. Trump, President of the United States
Mike Pence, Vice President of the United States
Dan Smith, Deputy Director, United States National Park Service
Paul Ryan, Speaker of the House, United States House of Representatives
Maryland Members of the United States Senate
Maryland Members of the United States House of Representatives**

**Honorable Boyd K. Rutherford, Lt. Governor
Pete K. Rahn, Secretary of the Maryland Department of Transportation**

Matt Letourneau, Chairman, Washington Council of Governments Board of Directors

**Senator Jim Rosapepe, Chair and Prince George's County Senate Delegation Members
Delegate Jay Walker, Chair and Prince George's County House Delegation Members
Rushern L. Baker, III, Prince George's County Executive
Jared M. McCarthy, County Attorney**

**Prince George's County Council Members
Robert J. Williams, Jr., Prince George's County Council Administrator
William M. Hunt, Prince George's County Deputy Council Administrator
Glenda R. Wilson, Chief of Staff, Office of the County Executive
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive**

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**2018 Legislative Session**

Resolution No. CR-24-2018
 Proposed by Council Members Glaros, Turner, Lehman and Harrison
 Introduced by Council Members Glaros, Turner, Lehman, Harrison and Taveras
 Co-Sponsors _____
 Date of Introduction April 24, 2018

RESOLUTION

1 A RESOLUTION concerning

2 The Baltimore-Washington Parkway

3 For the purpose of declaring the Prince George's County Council's opposition to the proposal to
 4 transfer the Baltimore-Washington Parkway from the National Park Service.

5 WHEREAS, the Baltimore-Washington Parkway stretches 32 miles across Maryland; and

6 WHEREAS, the Baltimore-Washington Parkway was first envisioned by Pierre Charles
 7 L'Enfant in his original plan for the United States of America's new capital in 1791; and

8 WHEREAS, the Maryland State government worked with the federal government during
 9 the Second World War to construct the Baltimore-Washington Parkway; and

10 WHEREAS, the Baltimore-Washington Parkway's completion in October 1954 created a
 11 scenic entrance into the Nation's capital; and

12 WHEREAS, the Baltimore-Washington Parkway's completion linked the cities of
 13 Baltimore and Washington, as well as neighborhoods along the route, improving connectivity;
 14 and

15 WHEREAS, the Baltimore-Washington Parkway provides convenient access to numerous
 16 locations of public interest, such as national and state parks, educational museums, and emerging
 17 suburban neighborhoods; and

18 WHEREAS, these locations include the NASA Goddard Visitor Center, the Greenbelt
 19 National Park, the National Wildlife Visitor Center, and the Prince George's Hospital Center;
 20 and

21 WHEREAS, free and convenient access to the Baltimore-Washington Parkway has
 22 facilitated visitation to these, and many other, locations along the Baltimore-Washington

1 Parkway; and

2 WHEREAS, despite the substantial development in the 70 years since its construction, the
3 Baltimore-Washington Parkway maintains its picturesque scenery with protected wildlife, forest
4 lined lanes, and preservation of natural aesthetic; and

5 WHEREAS, the scenic and peaceful atmosphere of the Baltimore-Washington Parkway is
6 protected; and

7 WHEREAS, the Baltimore-Washington Parkway is dedicated to the life and work of
8 Maryland Congresswoman Gladys Noon Spellman, who dutifully and honorably served her State
9 and community as President of the PTA, member of the Prince George's County Council,
10 President of the National Association of Counties, and distinguished member of the United
11 States House of Representatives; and

12 WHEREAS, the Baltimore-Washington Parkway continues to provide these notable
13 benefits to all the people of Maryland, and all the people who visit Maryland; and

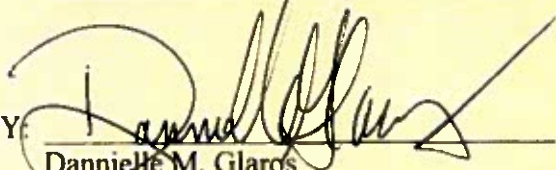
14 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
15 County, Maryland that the County Council declares its strong opposition to the proposal to
16 transfer the Baltimore-Washington Parkway from the National Park Service to any other entity
17 as being against the public interest.

18 BE IT FURTHER RESOLVED that the Clerk of the Council shall be directed to forward a
19 copy of this resolution to the President of the United States, Director of the U.S. National Park
20 Service, the Maryland members of the United States Senate and House of Representatives, the
21 Governor, the Secretary of the Maryland Department of Transportation, the Speaker of the
22 House, the President of the Senate, the Chair of the Prince George's County House Delegation,
23 the Chair of the Prince George's County Senate Delegation, the County Executive of Prince
24 George's County, and the Chair of the Metropolitan Washington Council of Government's
25 Board of Directors.

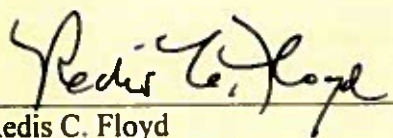
Adopted this 24th day of April, 2018.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY:


Dannielle M. Glaros
Chair

ATTEST:


Redis C. Floyd
Clerk of the Council



Prince George's County Council

Agenda Item Summary

Meeting Date: 4/24/2018

Effective Date:

Reference No.: CR-024-2018

Chapter Number:

Draft No.: 1

Public Hearing Date:

Proposer(s): Glaros, Turner, Lehman and Harrison

Sponsor(s): Glaros, Turner, Lehman, Harrison and Taveras

Item Title: A RESOLUTION CONCERNING THE BALTIMORE-WASHINGTON PARKWAY for the purpose of declaring the Prince George's County Council's opposition to the proposal to transfer the Baltimore-Washington Parkway from the National Park Service.

Drafter: Kathleen H. Canning, Legislative Officer

Resource Personnel: Aimee E. Olivo, Chief of Staff

LEGISLATIVE HISTORY:

Date:	Acting Body:	Action:	Sent To:
04/24/2018	County Council	introduced	
	Action Text: This Resolution was introduced by Council Members Glaros, Turner, Lehman, Harrison and Taveras		
04/24/2018	County Council	rules suspended	
	Action Text: A motion was made by Vice Chair Turner, seconded by Council Member Davis, that the Council Rules of Procedure be suspended to allow for the immediate adoption of this Resolution. The motion carried by the following vote: Aye: 9 Glaros, Davis, Franklin, Harrison, Lehman, Patterson, Taveras, Toles and Turner		
04/24/2018	County Council	adopted	
	Action Text: A motion was made by Council Member Davis, seconded by Vice Chair Turner, that this Resolution be adopted. The motion carried by the following vote: Aye: 8 Glaros, Franklin, Harrison, Lehman, Patterson, Taveras, Toles and Turner Nay: 1 Davis		

AFFECTED CODE SECTIONS:

BACKGROUND INFORMATION/FISCAL IMPACT:

This resolution declares the Prince George's County Council's opposition to the proposal to transfer the Baltimore-Washington Parkway from the National Park Service.

Since its construction, the Baltimore -Washington Parkway has provided a scenic background to connect persons to numerous locations of public interest. The proposed transfer may result in the establishment of toll lanes resulting in costly ridership.

Document(s): R2018024



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: September 21, 2018

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



September 26, 2018

Acting Administrator Andrew Wheeler
U.S. Environmental Protection Agency
Docket ID No. EPA-HQ-OAR-2018-0283
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Subject: Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018- 0283

Dear Administrator Wheeler and Secretary Chao:

Thank you for providing an opportunity to comment on the proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for Model Years 2021-2026 passenger cars and light trucks. We, the undersigned, writing on behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), oppose the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks. We support EPA's "Baseline/No-Action" alternative in the proposed rule and strongly urge you to maintain the current tailpipe carbon dioxide emission standards for these vehicles as prescribed in the October 15, 2012 "Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards" (2012 Greenhouse Gas and CAFE Final Rule).

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia as the air quality planning commission for the National Capital region, under the auspices of the COG, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors, including development of a regional climate change strategy to meet the goals of reducing CO2 and other greenhouse gases adopted by the region.

The region is currently designated as non-attainment of federal National Ambient Air Quality Standards (NAAQS) for Ozone. The region has also adopted specific targets for reducing greenhouse gas emissions to protect public health, preserve infrastructure, and nurture the National Capital Region's economic competitiveness.

In support of these objectives the National Capital Region has implemented several emissions reduction measures across all sectors, including transportation which contributes approximately one-third of the

region's greenhouse gas emissions. The region relies heavily on federal control programs for a significant amount of its greenhouse gas emissions reductions since they provide benefits across the marketplace. The role of the federal government's leadership in delivering effective regulatory limits on carbon dioxide emission from motor vehicles is a critical component of our ability to meet adopted and mandated environmental objectives.

One such federal program is the 2012 Greenhouse Gas and CAFE Final Rule promulgated jointly by the EPA and the National Highway Traffic Safety Administration (NHTSA), which set federal tailpipe CO2 emission and CAFE standards for light duty vehicles. This rule, resulting from a partnership between the federal government, the California Air Resource Board (CARB), and the automobile industry, is a comprehensive program to improve the fuel efficiency and to reduce motor vehicle emissions of criteria pollutants and greenhouse gases.

While significant progress has been made in the Washington region to reduce emissions, addressing sources of low-level NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. We are concerned that any relaxation of the 2012 Greenhouse Gas and CAFE Final Rule will make it increasingly difficult for the region to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS.

Additionally, relaxation of the 2012 Greenhouse Gas and CAFE Final Rule will make it extremely challenging for the National Capital Region, and communities across the United States, to meet their greenhouse gas reduction goals.

As such, MWAQC, TPB, and CEEPC believe the existing CAFE and tailpipe CO2 emission standards for passenger cars and light duty vehicles model year 2017 and later are appropriate, feasible, and needed, and should be maintained.

Further, we concur with the conclusions of the 2016 Technical Assessment Report (TAR) that there is a wide range of technologies that manufacturers can employ to meet the MY 2022-2025 standards with similar or lower costs than those projected in the 2012 Final Rule. We are encouraged to note that progress made to improve fuel economy and reduce emissions in recent years has been greater than expected, and that there are clear indications that consumers are accepting of and benefiting from the advancements in automobile technologies.

Thank you again for the opportunity to provide comments on the EPA's and NHTSA's consideration of carbon dioxide and greenhouse gas standards for light duty vehicles.

Sincerely,

The Honorable Hans Riemer
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

The Honorable Mary Lehman
Chair, Climate Energy and Environment Policy Committee (CEEPC)

The Honorable Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: COG Board of Directors
FROM: Chuck Bean, COG Executive Director *Chuck Bean*
SUBJECT: Meeting the Region's Current and Future Housing Needs
DATE: September 5, 2018

BACKGROUND

There is a growing consensus that, particularly from an economic competitiveness perspective, the region's elected, business, and non-profit leaders must act to ensure a sufficient supply of affordably priced housing for current residents, *and* for the workers needed to fill the new jobs anticipated in the future.

The National Capital Region Transportation Planning Board (TPB) has noted the need to provide a sufficient supply of housing to reduce strains on the transportation system caused by workers commuting to jobs in the region from communities located beyond its boundary. These challenges have also been documented in research by many other leading experts, including the Urban Institute, George Mason University's Center for Regional Analysis, Enterprise Community Partners, the Housing Leaders Group of Greater Washington, and the 2030 Group.

During the July leadership retreat, staff briefed COG Board members on the region's current housing challenges and the need to increase production and preservation efforts to sustain economic growth. A panel of experts led discussions on impediments to meeting the current housing needs, as well as tools and strategies that could be employed to achieve our long-term goals.

COG is prepared to lead focused, strategic conversations on this issue and proposes a series of work tasks to begin to achieve these shared goals.

MORE THAN 100,000 ADDITIONAL UNITS NEEDED

A recent analysis by the TPB determined that additional housing in the region would significantly improve transportation system performance, particularly if those units were strategically located in Activity Centers and near High-Capacity Transit Stations. Using a widely accepted economic metric for "balancing" the number of households and jobs, the analysis showed that the region needs, by 2045, more than 100,000 additional households than are currently projected. The TPB endorsed this as an improvement that would help address the region's transportation performance challenges.

Based on COG's most recent Cooperative Forecasts, the official growth projections prepared by COG's member government planning departments, the region anticipates its current (2018) employment base of 3.28 million jobs would grow to 4.27 million by 2045—an increase of 990,000 jobs. During this same period, the total number of housing units would grow from the current (2018) base of approximately 2.08 million units to 2.66 million—an increase of 575,000 housing units.

Based on the “jobs-to-housing” metric used in the study noted previously, the region would need to add 235,000 housing units by 2025 rather than the 170,000 currently anticipated to close this gap. Similarly, the region would need to add 365,000 new units by 2030 rather than the 290,000 currently projected, and 690,000 units by 2045 compared to the 575,000 currently assumed.

Round 9.1 Forecast of Employment and Households and Calculated "Shortfall"
(Thousands)

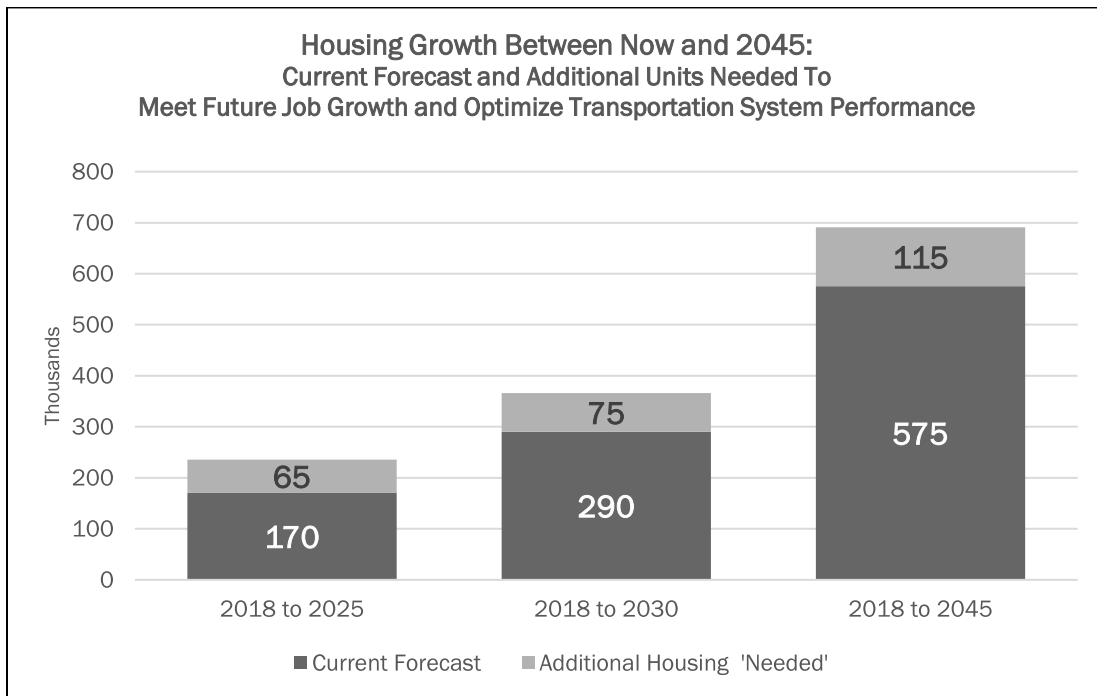
	2018 ⁽¹⁾	2020	2025	2030	2035	2040	2045
Forecast Employment (9.1)	3,281	3,361	3,573	3,774	3,947	4,116	4,274
Households "Needed" for Jobs	2,130	2,182	2,320	2,451	2,563	2,673	2,775
Forecast Households (9.1)	2,085	2,133	2,255	2,375	2,477	2,565	2,660
Housing "Shortfall"	45	49	65	76	86	108	115

(1) Estimate

(2) Shortfall calculated using "1.54 Jobs Per Household" ratio

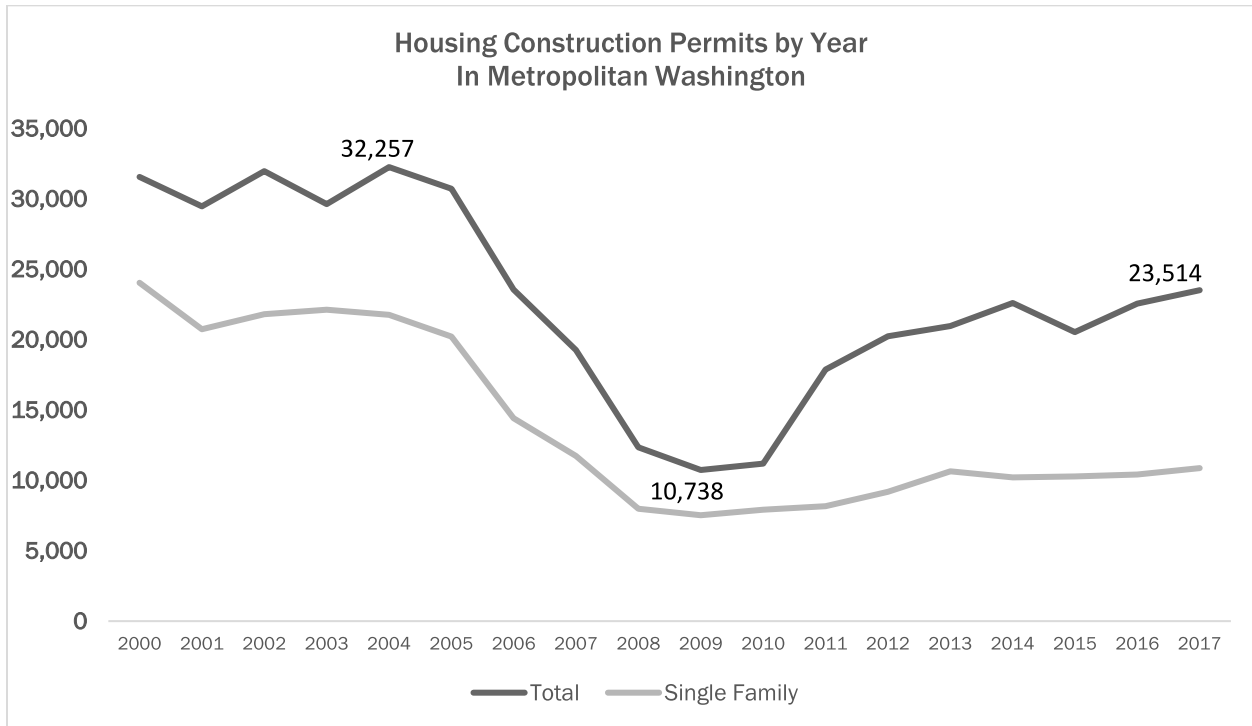
Source: MWCOG, Round 9.1 Cooperative Forecasts

The projected gap—or housing “shortfall”—will only worsen without intervention. The region should commit to increase the planned number of new housing units by about 65,000 by 2025 and over 100,000 by 2045.



Source: Round 9.1 Cooperative Forecasts and COG Estimates

To attain the short- and long-term housing needs noted earlier, the region would need a sustained annual housing production of at least 25,600 units per year. During 2017, more than 23,500 units were approved. Although we are on the right trajectory, it is possible to produce even more. For example, between 2000 and 2005, new housing construction permits in the region averaged 30,900 units per year.



Source: COG analysis of Census C-40 Residential Permit data

NEXT STEPS

The region should commit to increasing the number of new housing units beyond those which are currently planned to maintain economic competitiveness and support transportation performance.

Short- and long-term solutions must be part of the conversation to address this issue. The region should continue to create and/or preserve housing at a higher rate than has been achieved in the recent past to close the gap and provide adequate housing options to be able to sustain strong regional economic growth.

Action by COG Staff and Policy Committees

COG and staff are equipped to work alongside members to address this regional challenge. Specific collaborative actions could include:

1. Convening the region’s Planning Directors to:
 - Determine the capacity within current plans and zoning to support slightly more than 100,000 additional housing units, including 5- to 10-year targets.

- Determine the capacity for adding additional housing units in priority places such as Activity Centers and High-Capacity Transit Stations.
 - Identify planning and zoning tools and policies to ensure preservation of existing housing and production of new affordably priced units.
 - Identify planning and land use tools and incentives that would benefit from private sector support and resources.
 - Update the region's Cooperative Forecasts (jobs, population, and housing), with an emphasis on Activity Centers and High-Capacity Transit Stations.
 - Determine if any High-Capacity Transit Stations merit identification as new Activity Centers
2. Convening the region's Housing Directors to:
- Determine price points needed to support current and future job growth across the full spectrum of employment types. Includes examining tenure type (homeownership/rental), product type (multifamily, townhome, single family) and income range.
 - Determine current affordable housing production *and* preservation goals, and impediments to reaching those targets.
 - Identify housing tools and policies to ensure preservation of existing housing and production of new affordably priced units.
 - Identify housing incentives that would benefit from private sector support and resources.
3. Convening the Region Forward Coalition and Housing Leaders Group to:
- Host multi-sector discussions of tools, policies, and incentives that can be employed to collectively meet these short-term and long-term housing goals.
 - Re-assess the adopted regional housing targets.
4. Conducting a detailed regional and small-area analysis of multi-family rental housing:
- Analyze a variety of data sources to determine the location, pricing, and sizing of the region's rental units.
 - Prepare maps, tables, and analyses focused on quantifying the number of affordably-priced apartments within Activity Centers and High-Capacity Transit Station areas.

It is important to note again that this goal of increasing housing production by slightly more than 100,000 units is to ensure a sufficient supply of housing for workers to fill current and anticipated jobs. Although it will mostly address need from an economic competitiveness and transportation infrastructure standpoint, it will have broad significance for the future of our region and its residents. The focus will also be on creating housing in places that ensure inclusive communities, so that the benefits of economic growth are shared by all.

Action by the COG Board

Local governments are working to preserve and increase the supply of affordably-priced homes throughout the region but face a variety of challenges. A joint statement of commitment to regional collaboration to produce *additional* units beyond what is currently planned from the COG Board, in conjunction with support from the District of Columbia and at the state levels in Maryland and

Virginia, would help accelerate discussions to determine the best location for these additional housing units.

Implementation of these analyses can succeed best through strategic partnerships with other key stakeholders in business, non-profits, and philanthropy, as no sector alone can solve the region's housing challenges. This effort could be accelerated by working with the Housing Leaders Group of Greater Washington, the Greater Washington Partnership, as well as other key business leaders.

RESOURCES

- Urban Institute and COG's *Housing Security in the Washington Region*
- George Mason University Center for Regional Analysis' *Housing the Region's Future Workforce*
- Enterprise Community Partners' *Call the Question*
- Housing Leaders Group of Greater Washington's *A Guidebook for Increasing Housing Affordability in the Greater Washington Region*
- 2030 Group's *Roadmap for the Region's Future Economy*

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002**

RESOLUTION DIRECTING COG TO FURTHER EXPLORE ADDRESSING THE REGION'S HOUSING NEEDS

WHEREAS, the Metropolitan Washington Council of Governments (COG) is comprised of the 24 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, the Transportation Planning Board Chairman briefed the COG Board in April 2018 on the endorsed initiatives of the Long-Range Plan Task Force (LRPTF) that were found to have the most potential to significantly improve the performance of the region's transportation system compared to current plans and programs, including the need for additional housing in the region; and

WHEREAS, at the COG Leadership Retreat in July 2018 the Board engaged in discussions on the region's current housing production challenges, housing affordability, and the potential need for additional housing in the future to support likely new job growth; and

WHEREAS, retreat participants generally agreed that housing production is a regional challenge that needs to be addressed to ensure that the growth of jobs does not continue to outpace the growth of housing.

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

The board supports additional research to address the increasing demand for housing in the region and directs the Executive Director, or his designee, to work with the following committees and boards on the below next steps:

- a. Direct the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC), to assess the region's ability to accommodate the estimated need for slightly more than 100,000 housing units beyond those currently anticipated in the Cooperative Forecasts with a focus on affordable and work force housing regionally.
- b. Building on the adopted Region Forward goals and targets, the PDTAC should examine the optimal incentives for adding additional housing, with an emphasis on preservation and production within the Regional Activity Centers and around high capacity transit stations and work to update future Cooperative Forecasts as needed.
- c. Direct that the PDTAC and HDAC work with the Region Forward Coalition, and key regional business, civic, and philanthropic organizations to assess ways to assist local governments with meeting the enhanced housing production targets while ensuring that future growth creates truly inclusive communities.

- d. The PDTAC should also include an assessment of factors or impediments to adding more housing units such as lack of critical public infrastructure (transportation, schools, water and sewer).
- e. Reaffirm the work underway within PDTAC to identify current local government planning efforts that support the initiatives of the TPB Long-Range Plan Task Force.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on September 12, 2018.

**Laura Ambrosio
COG Communications Specialist**



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: WMATA Bus Transformation Project Study
DATE: September 13, 2018

The Washington Metropolitan Area Transit Authority (WMATA) has commenced a study on bus transportation in the region, the **Washington Area Bus Transformation Project**. Over the next year-plus, the goal of the study is to develop “a regionally-developed mobility strategy that clearly defines the roles of buses and bus operators, advances innovations, thinks boldly about the future, and creates a roadmap to get us there.” A one-page flyer summarizing the study is attached.

The WMATA consulting team is conducting a robust outreach effort and has already met with many key officials, other community leaders, and jurisdictional staff.

KICK-OFF SUMMIT

A kick-off summit meeting was held on September 12. The morning’s event included:

- An introduction by WMATA General Manager and Chief Executive Officer Paul Wiedefeld
- A “Future of Bus” Panel, with current/former executives from Bridj, Lyft, and Transport for London.
- An overview of “The Bus System Today” provided a review of the region’s bus network’s role, customers, challenges, and funding.
- Breakout sessions on the “Future of Bus in Our Region” during which participants discussed the key goals, objectives, and characteristics of a future bus system and then what resources would be needed implement that vision

A public survey will open September 19 to collect input from the general public and riders.

COG/TPB PARTICIPATION

Key staff from COG/TPB are participating in the study.

- Chuck Bean, COG Executive Director, is a member of the Executive Steering Committee
- Kanti Srikanth, TPB Staff Director and Director, COG Department of Transportation Planning, is a member of the Strategic Advisory Panel
- Eric Randall, TPB Transportation Engineer, is a member of the Technical Team

Bus Transformation Project

A better way to get there

Washington Area Bus Strategy and Roadmap

Buses are the Lifeblood of the Washington Area

The Washington, DC area relies on an integrated transportation network, and buses are integral to the area's transit system. Free of major infrastructure constraints, buses extend the reach of transit into communities across the region, connecting residents with jobs, education, healthcare, and social events.

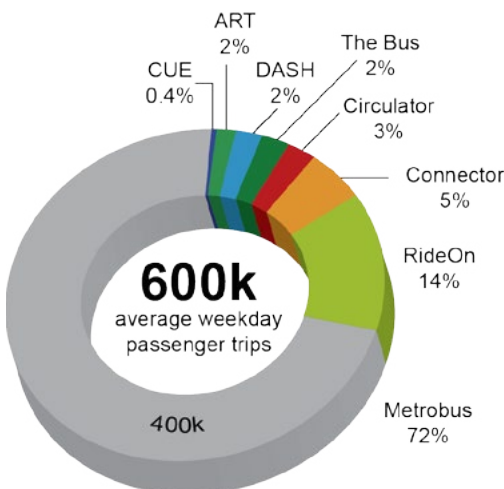
The Region Needs a Strategy and Action

The region's business model for running a sustainable bus network must be updated. In the past few years, options for residents to move around the Washington area have increased dramatically and public transit, especially buses, has tried to keep up. Metro and the jurisdictions have studied and planned tactical, local improvements to bus services, but these ad-hoc improvements have fallen short of stabilizing or strengthening the business model for this century.

The Road Ahead

The Washington area needs to develop a viable 21st Century transit business model that reimagines the future of regional mobility and the long-term role of buses in the region. This effort is an opportunity to improve services for customers, develop better ways to fund the system, create clear expectations for transit agencies and roadway operators, and transform organizations to be nimble in the face of a quickly changing landscape. The **Bus Transformation Project** is a regionally-developed mobility strategy that clearly defines the roles of buses and bus operators, advances innovations, thinks boldly about the future, and creates a roadmap to get us there.

Regional Weekday Passenger Trips



Source: National Transit Database 2015

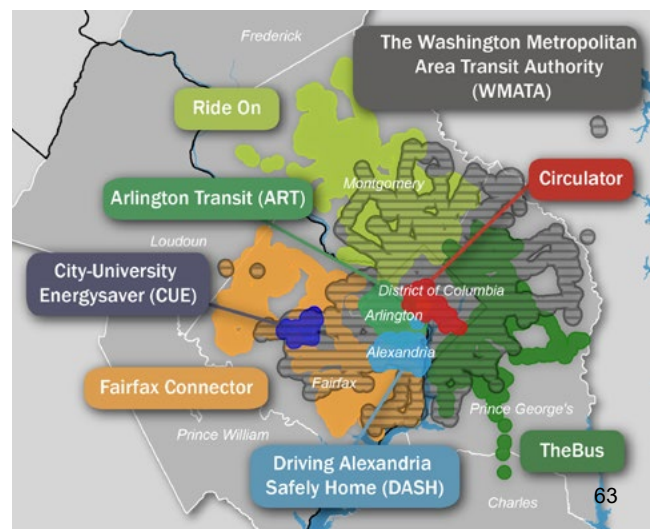
Building a Strategy – Together

Transforming the bus system requires a unified effort by regional stewards, jurisdictional leadership, Departments of Transportation, transit providers, advocates who want transit to succeed, and the customers and businesses who rely on transit. This effort requires thoughtfulness and statesmanship as it will inevitably take on tough choices. Stakeholders will engage at a deep level to understand the consequences of different decisions.

The effort will need to address five core challenges:

We need to...	Challenge details (examples)
1. Better meet customer expectations and demands	<ul style="list-style-type: none"> Customers want reliable, frequent, safe, and faster service Transit industry has not embraced the customer information revolution
2. Quickly adapt to changing technology and mobility landscape	<ul style="list-style-type: none"> Customers expect bus to be better integrated with other mobility options The region has the opportunity to lead in defining and integrating new technologies
3. Address our sub-optimal cost structure	<ul style="list-style-type: none"> Bus operations is highly labor intensive Routes are often congested, or underused, due to mismatches between service and demand
4. Clearly define regional agency roles and responsibilities	<ul style="list-style-type: none"> Transit operators and roadway owners do not share the same incentives Service standards do not clearly define classes of service or guide decisions on who should operate
5. Refresh the approach to determine who pays for bus service	<ul style="list-style-type: none"> Funding formulas need to be tied to benefits of the system Metrobus subsidy growth must be kept under three percent per year

Regional Bus Provider Service Areas



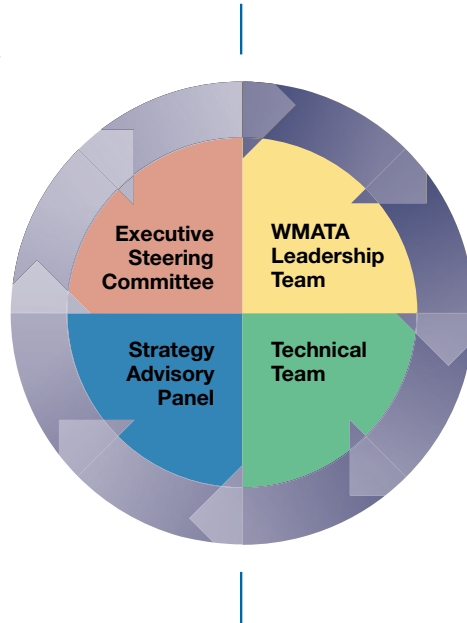
Broad Stakeholder Engagement

Project committee structure aligned for decision making:

Executive Steering Committee

Recognized leaders closely involved with strategy development manage political risk and benefit to the region.

- Transportation thought leaders
- Business leaders
- Regional advocates
- Labor representatives



WMATA Leadership Team

Decision makers within Metro manage evaluation that affects organization and operations.

- PM, Office of Planning
- Bus Planning
- Performance
- Communications
- Chief Operation Officers

Strategy Advisory Panel

Senior staff and appointed members review major work products and advise consultant team.

- Transportation and transit managers
- Citizen appointees
- Operator representatives
- Labor representatives
- Transit advocates

Technical Team

Recognized discipline leaders within Metro and senior jurisdiction transit staff review technical and financial analysis.

- Specialized staff from planning, bus, and performance
- Senior transit staff from each jurisdiction

Public engagement aligned to identify priorities and needs:

- Focus groups of riders and non-riders
- Survey of rider and non-rider priorities
- Public workshops

Stakeholder Focus Groups

Hear from people who are already involved with the system, such as community groups and labor organizations

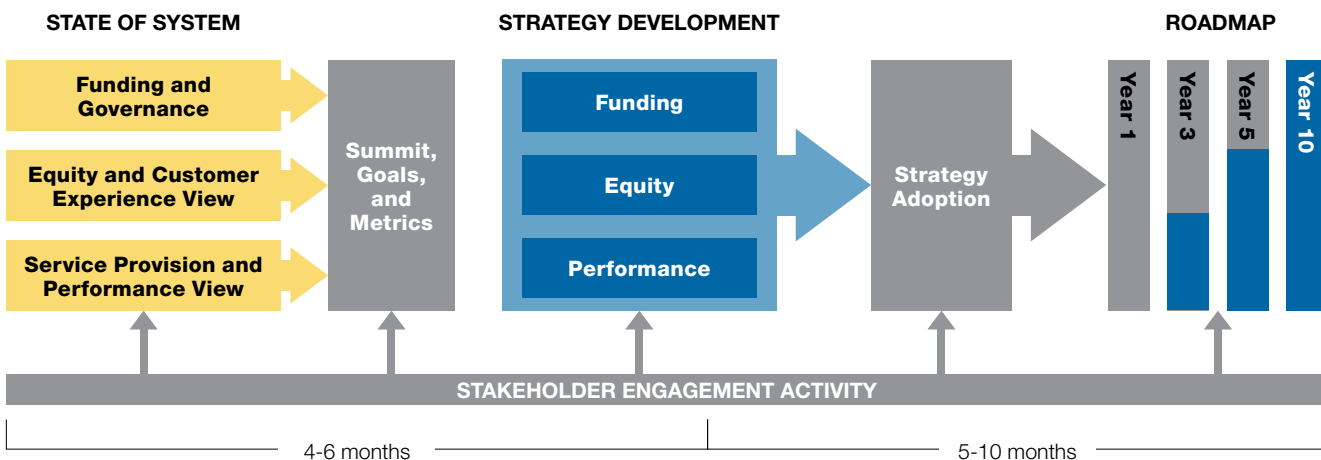


Public Communications

Offer multiple forms of information to maximize thoughtful input from people across the region



Strategy and Roadmap Schedule



FAMPO RESOLUTION 19-02

ADOPTING REGIONAL CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PERFORMANCE MEASURE TARGETS

WHEREAS, the National Capital Region Transportation Planning Board (TPB), is the metropolitan planning organization (MPO) for the Washington-DC-VA-MD urbanized area (hereinafter referred to as “Urbanized Area”); and

WHEREAS, FAMPO works cooperatively with TPB to conduct metropolitan transportation planning for the FAMPO portion of the Urbanized Area, which is in northern Stafford County; and

WHEREAS, the Federal Highway Administration (FHWA) published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) Final Rule on January 18, 2017, with an effective date of May 20, 2017. The state departments of transportation (state DOTs) must set targets for performance measures in the rule by May 20, 2018 and must submit a Baseline Period Performance Report with the targets to FHWA by October 1, 2018. MPOs must work in coordination with state DOTs in the development of two-year and four-year targets and are required to set targets within 180 days after state DOTs set targets; and

WHEREAS, targets must be established for the CMAQ Program performance measures of: 1) Peak Hour Excessive Delay (PHED), 2) Mode Share – Non-Single Occupancy Vehicle (Non-SOV), and 3) Emissions Reductions; and

WHEREAS, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT) and the TPB are initially required to agree on and establish a single four-year target for the Urbanized Area for the PHED performance measure; and

WHEREAS, DDOT, MDOT and VDOT and the TPB are required to agree on and establish single two-year and four-year targets for the Urbanized Area for the Mode Share (Non-SOV) performance measure; and

WHEREAS, DDOT, MDOT and VDOT are required to establish two-year and four-year targets for the emissions reduction from CMAQ-funded projects and programs performance measure for their portion of the Washington DC nonattainment area for two applicable criteria pollutant and precursors: Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), and the TPB is required to coordinate with state DOTs in the establishment of two-year and four-year targets for emissions reduction from CMAQ-funded projects and programs for the portion of the Washington DC nonattainment area within the metropolitan planning area boundary; and

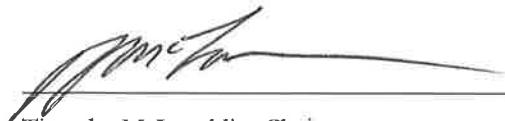
WHEREAS, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Program targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs and policies; and

WHEREAS, as of May 20, 2018, DDOT, MDOT and VDOT have set targets as specified above for the Urbanized Area; and

WHEREAS, these CMAQ Program targets have been adopted by the TPB;

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization adopts the following set of two-year and four-year CMAQ Program targets for the National Capital Region, as shown in the following tables and as described in the attached materials.

Adopted by the Policy Committee at its meeting on July 16, 2018.



Timothy McLaughlin, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Table 1: CMAQ Program Targets: Mode Share and Peak Hour Excessive Delay (PHED)

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two-Year Target	CY 2018 – 2021 Four-Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Table 2: CMAQ Program Targets: On-Road Mobile Emissions Reductions

Total Emissions Reductions for the TPB portion of the Washington DC - MD-VA nonattainment area		FFY 2018 – 2019 Two-Year Target	FFY 2018 – 2021 Four-Year Target
	Volatile Organic Compounds (VOCs)		1.838 Kg/Day
Nitrogen Oxides (NOx)		4.019 Kg/Day	4.703 Kg/Day

PERFORMANCE BASED PLANNING & PROGRAMMING

Traffic Congestion and On-Road Emissions Performance Targets

Eric Randall, TPB Engineer

Transportation Planning Board
June 20, 2018



Contents of Presentation

- CMAQ Program Performance Measures: Overview, Data, and Forecast
 - Traffic Congestion: Peak Hour Excessive Delay
 - Traffic Congestion: Mode Share (non-SOV)
 - On road Emissions Reduction
 - CMAQ Program Performance Targets for Approval
- ❖ These performance measures and draft targets were briefed to the board at the May 16 meeting



System Performance: CMAQ Program (Congestion Mitigation and Air Quality)

Performance Measures	
CMAQ Program: Traffic Congestion	Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)
CMAQ Program: Emissions Reduction	Emissions - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

Traffic Congestion: Peak Hour Excessive Delay Overview

The Peak Hour Excessive Delay (PHED) measure is the per capita excessive delay on all reported segments on the National Highway System in the urbanized area

- Excessive delay = when travel speed is less than 20 miles per hour or 60% of the posted speed limit

PHED is calculated by measuring ¹ or forecasting:

- cumulative hours of excessive delay experienced by all people,
- travelling through all reported segments on the NHS in the urbanized area,
- during the peak period ² (*even though titled Peak Hour*),
- for the full calendar year.

1. TPB urbanized area Peak travel hours:

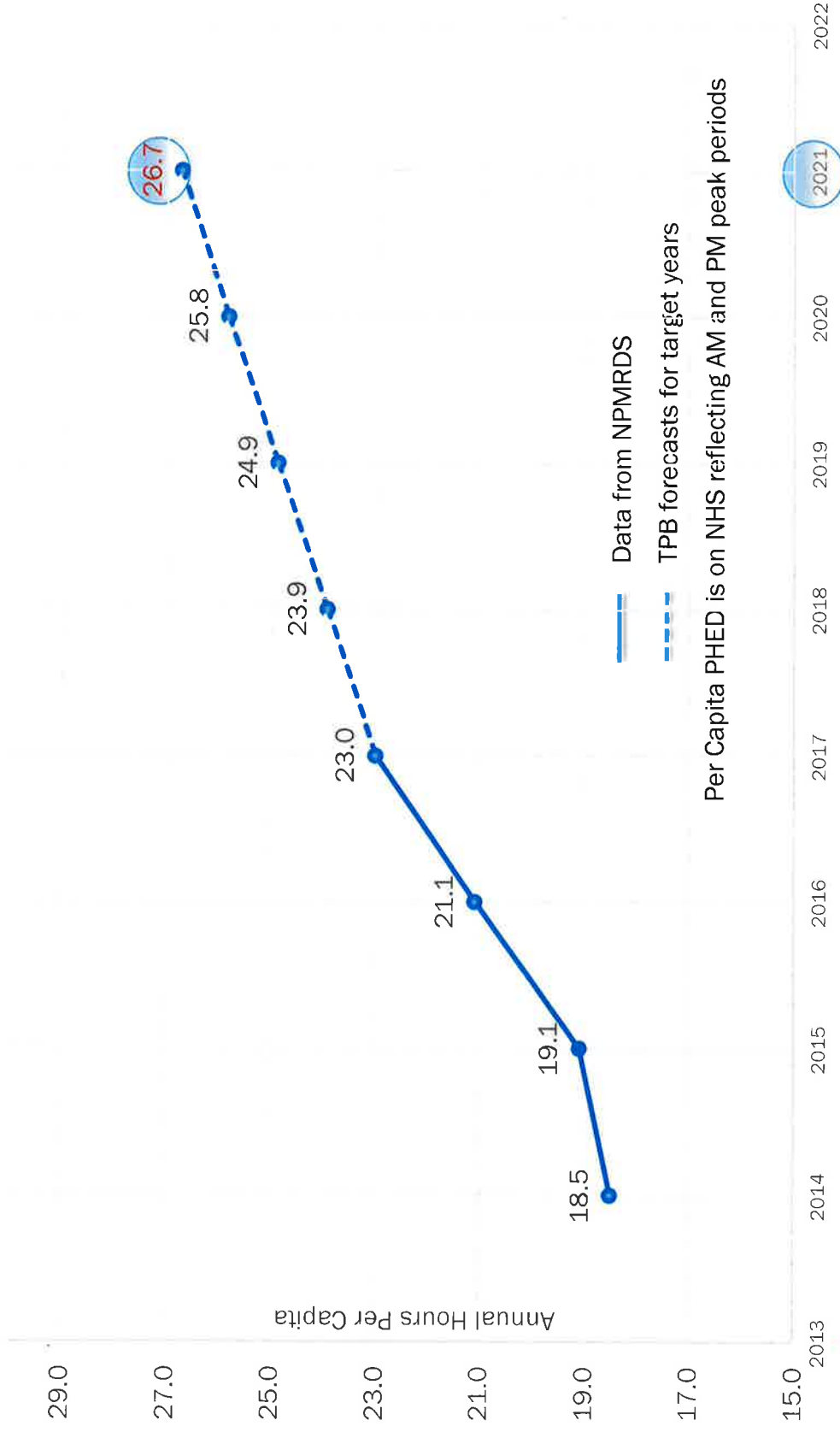
Weekday morning: 6 a.m. to 10 a.m. And Weekday afternoon: 3 p.m. to 7 p.m.

2. Current year data collected using the National Performance Management Research Data Set (NPMRDS)



Updated as of May 21, 2018

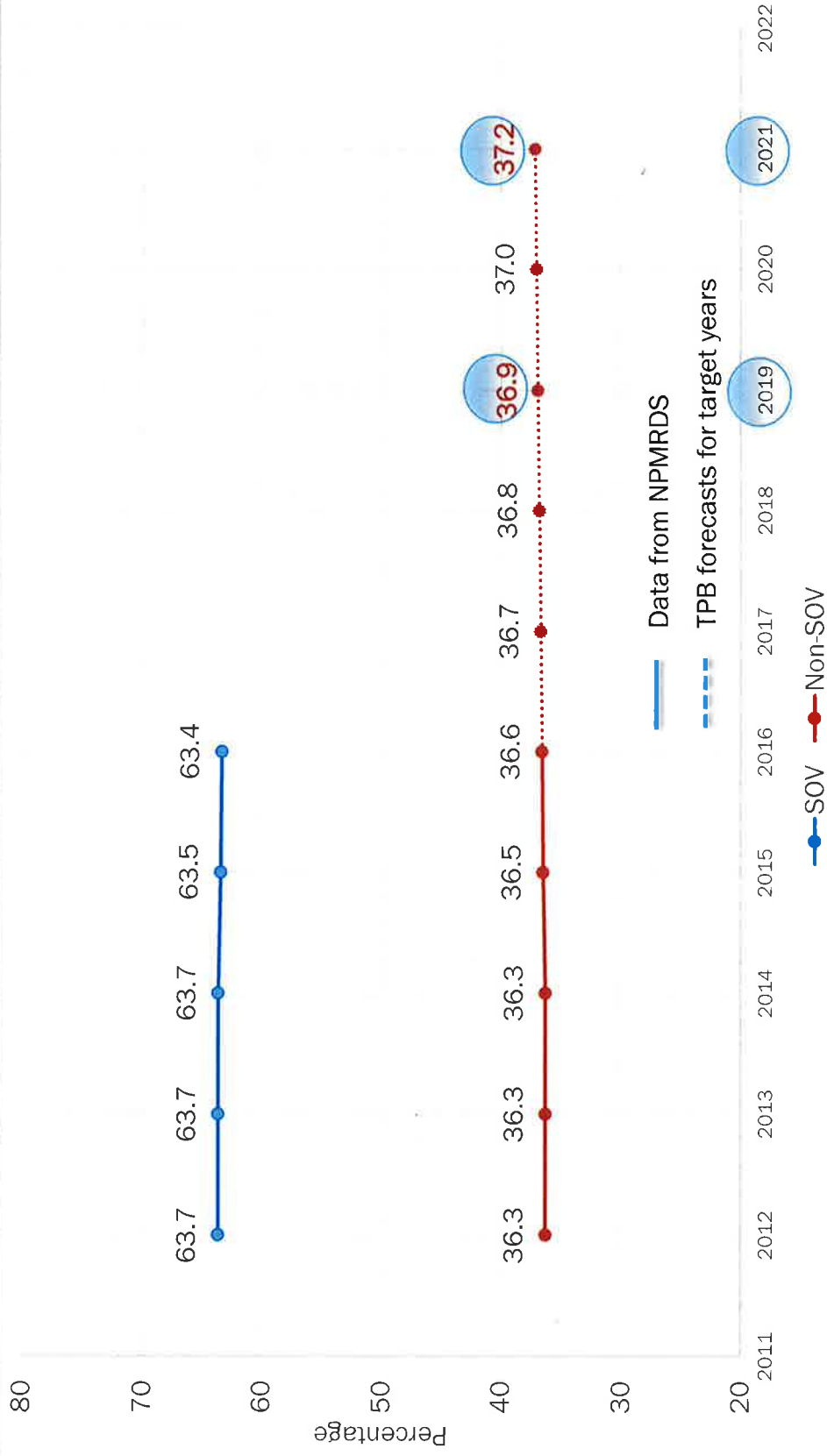
Traffic Congestion: PHED - Recent Data and Short Term Forecast (Target)



Traffic Congestion: Mode Share Overview

- Non-SOV (Single Occupancy Vehicle) mode share measure is for the commuting travel within the urbanized area.
- Includes carpools/vanpools, public transit, walking, biking, and teleworking.
- Non-SOV mode share data derived from the U.S. Census Bureau American Community Survey

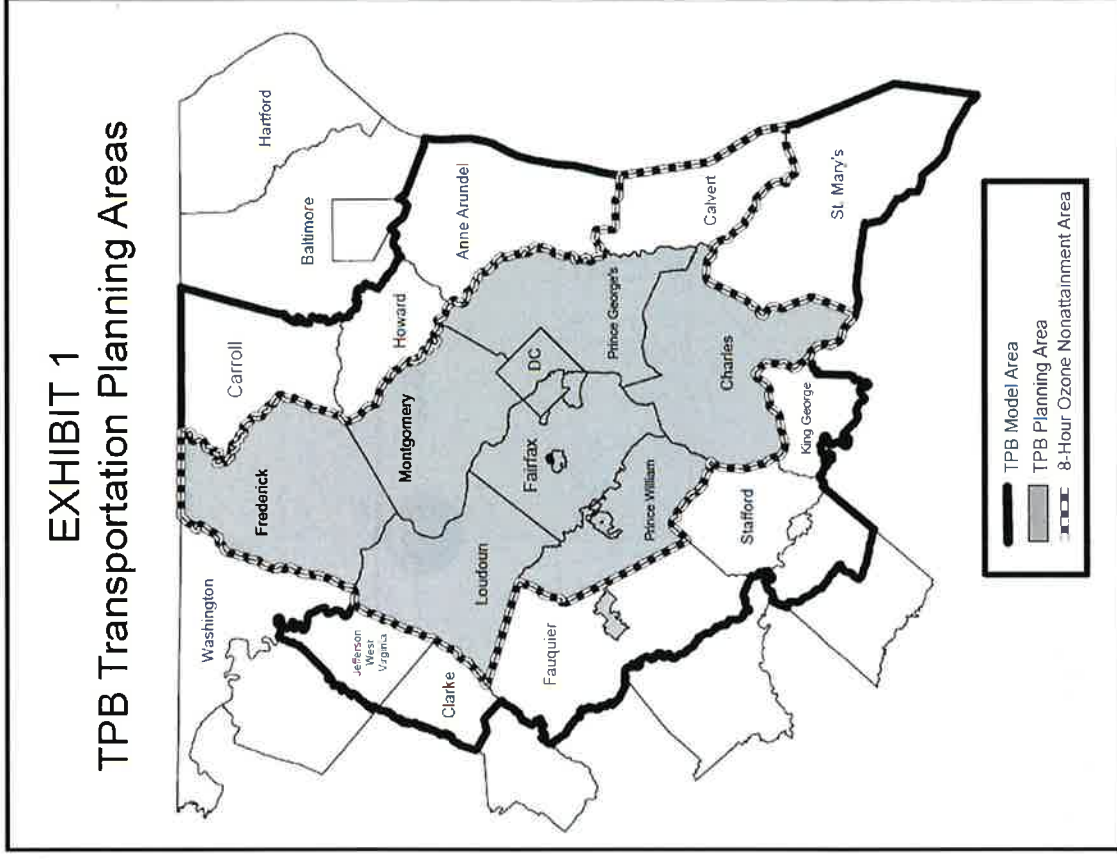
Traffic Congestion: Mode Share-Recent Data And Short Term Forecast (Target)



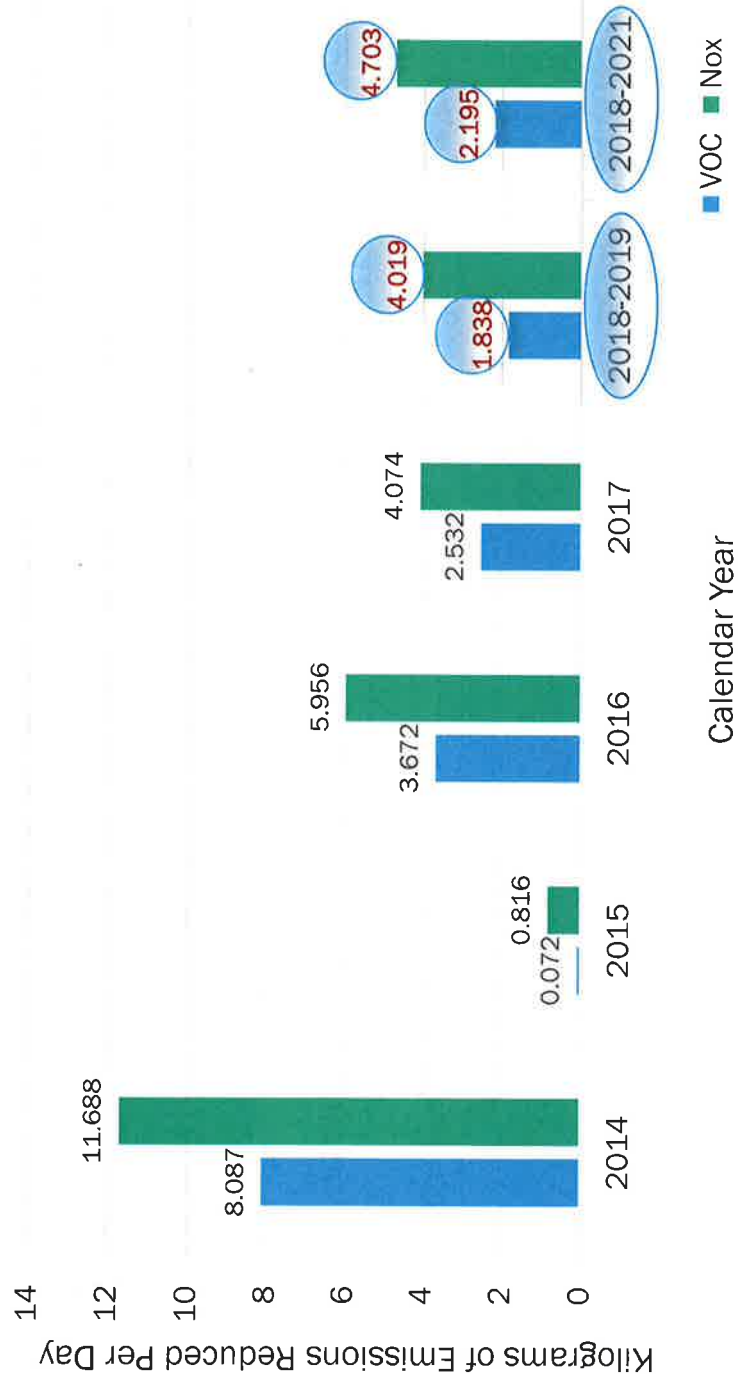
On-road Emissions Reduction - Overview

- Applies to criteria pollutants in non-attainment or maintenance areas*
- Emissions reductions data are estimates from (select) projects that have received CMAQ funds
- Forecast emissions reductions are estimates based on projects anticipated to receive CMAQ funds
- TPB targets reflect the anticipated cumulative emissions reduction to be reported by MDOT, VDOT, and DDOT for the region

* Targets for Calvert County will be set by Calvert-St Mary's MPO (outside TPB planning area) .



Emissions Reduction: Recent Data And Short Term Forecasts (Targets)



Data source for past years: FHWA Public Access System
 Emissions reductions from select CMAQ funded projects only for the TPB planning area within the Washington DC-MD-VA Ozone nonattainment area



CMAQ Program Performance Targets

- Request adoption of Resolution R19-2018 to set the following targets

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 - 2019 Two Year Target	CY 2018 - 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours**
Mode Share (Non-SOV)	36.9%	37.2%

** Updated as of May 21, 2018 based on new FHWA guidance on calculation

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	FFY 2018 - 2019 Two Year Target	FFY 2018 - 2021 Four Year Target
	Volatile Organic Compounds (VOCs)	1.8376 Kg/Day
Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day



Next Steps: TPB

- Transmit approved targets to State DOTs and adjoining MPOs
- TPB Steering Committee approval of FAMPO and BRTB MPO targets for urbanized areas
- Complete the MPO CMAQ Performance Plan with MPO targets and submit to State DOTs by September
- Complete an overall system performance report as part of the Visualize 2045 long range plan



Eric Randall

TPB Engineer

(202) 962-3254

erandall@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002





Attend a Meeting Near You

The Commonwealth Transportation Board will host nine public meetings across the commonwealth so that the public may provide comments on transportation projects and priorities. The meetings will begin with an open house followed by a town hall style meeting. The open house will provide information on various transportation initiatives including Virginia's project prioritization process (**SMART SCALE**), Virginia's Statewide Transportation Improvement Program, and VTrans Multimodal Transportation Plan. Representatives from the Office of Intermodal Planning and Investment and Departments of Transportation and Rail and Public Transportation will be in attendance to highlight their transportation programs and to discuss your ideas and concerns on Virginia's transportation network. The open house will be followed by a town hall session, where you can engage in discussion and ask questions about the various initiatives. Comments will be accepted informally at the meeting and may also be submitted via **email**, or **online**.

You are invited to participate in a meeting near you. The meeting dates and locations are listed below.

Meeting Dates and Locations

Open House begins at 4:00 pm in each of the locations unless otherwise noted:

<p>Oct. 15, 2018 Culpeper District Office 1601 Orange Road Culpeper, VA 22701</p>	<p>Oct. 17, 2018 Blue Ridge Community College Plecker Center for Continuing Education One College Lane Weyers Cave, VA 24486</p>	<p>Oct. 22, 2018 Southwest Higher Education Center One Partnership Circle Abingdon, VA 24210</p>
<p>Oct. 25, 2018 Holiday Inn Valley View 3315 Ordway Drive NW Roanoke VA 24017</p>	<p>Nov. 13, 2018 Hampton Roads District Office 7511 Burbage Drive Suffolk, VA 23435</p>	<p>Nov. 15, 2018 Homewood Suites–Chester 12810 Old Stage Road Chester, VA 23836</p>
<p>Nov. 19, 2018 Lynchburg District Complex Ramey Memorial Auditorium 4303 Campbell Avenue Lynchburg, VA 24501</p>	<p>Nov. 28, 2018 Fredericksburg District Office Auditorium 86 Deacon Road Fredericksburg, VA 22405</p>	<p>Nov. 29, 2018* NOVA District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030 *Begins at 5:30 pm</p>

About the Program

Attend a Meeting

Meeting Materials

Comment on the Program



To learn more about how Virginia's SMART SCALE is picking the right transportation projects for funding and ensuring the best use of limited tax dollars visit:

<http://vasmartscale.org>



SMART SCALE Dashboard

Click on dashboard for latest project status

<http://www.ctb.virginia.gov/planning/fallmeetings/default.asp>

**Maryland Department of Transportation - 2018 SCHEDULE
ANNUAL CONSULTATION MEETING**

Day	Date	County	Time	Location
T	September 18	Queen Anne's	3:00 p.m.	Commissioners Hearing Room, 2 nd Floor, Liberty Building, 107 North Liberty Street, Centreville, MD 21617
T	September 25	Cecil	10:00 a.m.	County Administration Building, Elk Room, 200 Chesapeake Boulevard, Elkton, MD 21921
Th	September 27	Wicomico	7:00 p.m.	Wicomico County Youth and Civic Center, Flanders Room, 500 Glen Avenue, Salisbury, MD 21804
F	September 28	Howard	7:00 p.m.	River Hill High School, 12101 Clarksville Pike, Clarksville, MD 21029
M	October 1	Anne Arundel	3:00 p.m.	Council Hearing Room, The Arundel Center, 44 Calvert Street, Annapolis, MD 21401
T	October 2	Worcester	10:00 a.m.	Commissioners Meeting Room (Rm. 1101), Government Center, 1 West Market Street, Snow Hill, MD 21863
		Somerset	2:00 p.m.	County Office Complex, Room 111, 11916 Somerset Avenue, Princess Anne, MD 21853
		Kent	6:00 p.m.	Kent County Government Center, 400 High Street, Chestertown, MD 21620
Th	October 4	Washington	10:00 a.m.	Washington County Library, 100 South Potomac Street, Hagerstown, MD 21740
		Allegany	3:00 p.m.	County Office Complex, Room 100, 701 Kelly Road, Cumberland, MD 21502
F	October 5	Garrett	10:00 a.m.	Commissioners Public Meeting Room, Room 209, 203 4 th Street, Oakland, MD 21550 (<i>Enter on Alder Street</i>)
Th	October 11	Montgomery	7:00 p.m.	County Office Building, Third Floor Hearing Room, 100 Maryland Avenue, Rockville, MD 20850
T	October 16	Caroline	10:30 a.m.	Board of Education Building, 204 Franklin Street, Denton, MD 21629
		Talbot	3:00 p.m.	Talbot County Community Center, Wye Oak Room, 10028 Ocean Gateway, Easton, MD 21601
		Dorchester	7:00 p.m.	County Office Building, Room 110, 501 Court Lane, Cambridge, MD 21613
M	October 22	Harford	2:00 p.m.	Harford County Council Chambers, 212 South Bond Street, Bel Air, MD 21014
T	October 30	Calvert	10:30 a.m.	Commissioners Hearing Room, County Courthouse, 2 nd Floor, 175 Main Street, Prince Frederick, MD 20678
		St. Mary's	1:30 p.m.	Chesapeake Building, Commissioners Hearing Room, 1 st Floor, 41770 Baldrige Street, Leonardtown, MD 20650
		Charles	6:00 p.m.	Charles County Government Building, Conference Room (no #), 200 Baltimore Street, LaPlata, MD 20646
W	October 31	Baltimore City	2:00 p.m.	City Hall, Curran Conference Room, 4 th Floor, 100 N. Holliday Street, Baltimore, MD 21202 (<i>Parking garage is available at East Fayette St. and Guilford Ave.</i>)
Th	November 8	Carroll	2:00 p.m.	Reagan Room (Room 003), County Office Building, 225 North Center Street, Westminster, MD 21157
		Frederick	7:00 p.m.	Winchester Hall, First Floor Hearing Room, 12 East Church Street, Frederick, MD 21701
W	November 14	Prince George's	10:00 a.m.	County Admin. Bldg., #2027, 14741 Gov. Oden Bowie Drive, Upper Marlboro, MD 20772
Th	November 15	Baltimore County	2:00 p.m.	Council Chambers, Historic Courthouse, 400 Washington Avenue, Towson, MD 21204

Locations in bold are new for this year.