



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** February 11, 2016

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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:** February 11, 2016

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At its meeting on February 5, the TPB Steering Committee approved the following resolutions:

- SR15-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for two Complete Streets near Metro Station projects in Rockville, as requested by the Maryland Department of Transportation (MDOT)
- SR16-2016: Resolution on an amendment to the FY 2015-2020 TIP that is exempt from the air quality conformity requirement to include funding for the reconstruction of the Governor's Bridge Road Bridge over the Patuxent River, as requested by Prince George's County Department of Public Works and Transportation

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



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

RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR  
TWO COMPLETE STREETS NEAR METRO STATION PROJECTS IN ROCKVILLE,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

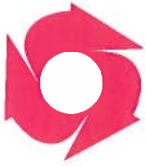
**WHEREAS**, in the attached letter of January 29, MDOT has requested that the FY 2015-2020 TIP be amended to add \$390,000 in Transportation, Community, and System Preservation Program (TCSP) and local funding for construction in FY 2016 and FY 2017 to the Complete Streets near Metro Station project at S. Stonestreet. Ave.; and \$610,000 in TCSP and local funding for construction in FY 2017 to the Complete Streets near Metro Station at the Twinbrook Station, as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$390,000 in TCSP and local funding for construction in FY 2016 and FY 2017 to the Complete Streets near Metro Station project at S. Stonestreet. Ave.; and \$610,000 in TCSP and local funding for construction in FY 2017 to the Complete Streets near Metro Station at the Twinbrook Station, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 5, 2016.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

January 29, 2016

The Honorable Timothy B. Lovain, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Lovain:

The Maryland Department of Transportation (MDOT) requests one amendment to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds for this project are available due to a Transportation, Community, and System Preservation (TCSP) program grant awarded in 2012. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6508	Complete Streets Near Metro Station: Twinbook Station	CO	\$609,651	Add funding for Construction.
6507	Complete Streets Near Metro Station: S. Stonestreet Ave	CO	\$388,718	Add funding for Construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 5, 2016 meeting.

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

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Lyn Erickson, Manager  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Timothy B. Lovain  
Page Two

**Attachment**

cc: Mr. Eric Beckett, Division Chief, Regional and Intermodal Planning  
Division, SHA  
Ms. Heather Murphy, Director, Office of Planning and Capital Programming  
Maryland Department of Transportation  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming  
Maryland Department of Transportation



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

**FY 2015 - 2020**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**MDOT/State Highway Administration**

**Other**

**System Preservation Projects**

TIP ID: <b>6507</b>	Agency ID: <b>MO1741</b>	Title: <b>Complete Streets Near Metro Station S. Stonestreet Ave</b>	Complete:	Total Cost:
Facility:	Local	0/0/100	39 c	78
From:				
To:	TCSP	100/0/0	156 c	312
<b>Total Funds:</b>				<b>390</b>

Description: Implement a road diet on S. Stonestreet Avenue near the Rockville metro station to provide space for a sidewalk and bike lanes.

**Amendment: Adding Construction Funding** **Approved on: 2/5/2016**  
 Adding construction funding for a new City of Rockville, Complete Streets project including \$38,872 (Local) to FY 2016, \$155,487 (TCSP) to FY 2016, \$38,872 (Local) to FY 2017, and \$155,487 (TCSP) to FY 2017.

TIP ID: <b>6508</b>	Agency ID: <b>MO1751</b>	Title: <b>Complete Streets Near Metro Station Twinbrook Station</b>	Complete:	Total Cost:
Facility:	Local	0/0/100	122 c	122
From:				
To:	TCSP	100/0/0	488 c	488
<b>Total Funds:</b>				<b>610</b>

Description: Improve pedestrian crossing locations on public roadways near the Twinbrook metro station

**Amendment: Adding Construction Funding** **Approved on: 2/5/2016**  
 Adding construction funding for a new City of Rockville, Complete Streets project including \$121,931 (Local) to FY 2017, and \$487,720 (TCSP) to FY 2017.



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

RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE RECONSTRUCTION  
OF THE GOVERNOR'S BRIDGE ROAD BRIDGE OVER THE PATUXENT RIVER,  
AS REQUESTED BY PRINCE GEORGE'S COUNTY  
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

**WHEREAS**, in the attached letter of February 4, Prince George's County has requested that the FY 2015-2020 TIP be amended to add \$4.06 million in Bridge Replacement and Rehabilitation Program (BR) and local funding (to be split between Prince George's and Anne Arundel counties) for the Governor's Bridge Road Bridge Reconstruction Project over the Patuxent River, as described in the attached materials; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$4.06 million in BR and local funding for the Governor's Bridge Road Bridge Reconstruction Project over the Patuxent River, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on February 5, 2016.**





Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Darrell B. Mobley  
Director

February 4, 2016

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

Dear Chairman Lovain:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2016-2021 Transportation Improvement Program (TIP), as identified in the attachment for the Governor's Bridge Road Bridge Rehabilitation Project. This project is currently included in the Constrained Long Range Plan (CLRP), is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to update programming for the existing project in the CLRP called Governor's Bridge Road. The limits of the Governor's Bridge Road Bridge Rehabilitation Project are within those of the current CLRP. The Reconstruction project is funded from the Federal Bridge program at an 80/20 split with the remaining funding to come from local governments. The local share will be split equally between Prince George's and Anne Arundel Counties.

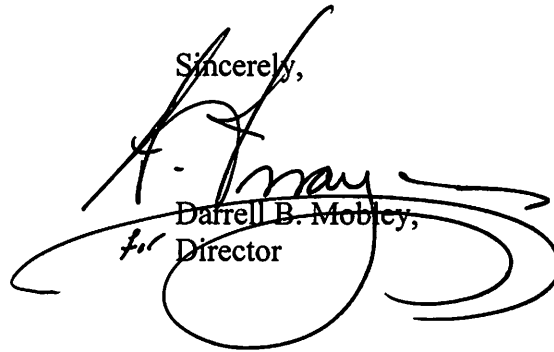
This amendment is sought to allow for FY 2016 thru FY 2019 a total of \$4.210 million for planning, right-of-way and constructing funding for the Governor's Bridge Road Bridge Rehabilitation Project. However, it should be noted that \$150,000 of that is programed for FY2016 through the Bridge Repair and Replacement 2 Major Project group, which is an existing program in the CLRP and TIP. The remaining \$4.060 million from FY2017-2019 is to be programmed under the Governor's Bridge Road Bridge Rehabilitation Project.

The Governor's Bridge Road Bridge over the Patuxent River connects Prince George's County and Anne Arundel County. It is considered a shared resource between the counties; however, Prince George's County maintains the structure. Per agreement, any repair costs are to be shared equally between the two counties. This bridge was built in 1920 and has been designated as a historic structure. It is prone to flooding and the river overtopping the deck. It is considered structurally deficient. This condition is very serious and has progressed since its last inspection. If one of the critical members fails, the whole bridge would fail catastrophically. Therefore, the bridge was closed in March of 2015, and will remain so until restored to a safe condition.

The Honorable Timothy Lovain  
February 4, 2016  
Page Two

Prince George's County requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its February 5, 2016 meeting. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact, Mr. Victor Weissberg at (301) 883-5600 or you may contact him via email at [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us).

Sincerely,



Darrell B. Mobley,  
for Director

Attachment

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council  
of Governments  
André Issayans, Deputy Director, DPW&T  
Martin L. Harris, Deputy Director, DPW&T  
Kate Mazzara, Associate Director, DPW&T  
Victor Weissberg, Special Assistant to the Director, DPW&T  
Lyn Erickson, Office of Planning and Capital Programming, MDOT  
Brian Ulrich, PE, Office of Planning & Zoning, Anne Arundel County

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

**FY 2015 - 2020**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Prince George's County**

**Secondary**

**Governor Bridge Road**

TIP ID: 6509	Agency ID:	Title: Governor's Bridge Road Bridge Reconstruction	Complete: 2020	Total Cost:	
Facility: Governor's Bridge Road Bridge Reconstructi	BR	80/0/20	300 a	300 a	3,700
From: west of Patuxent River				50 b	
To: east of Patuxant river				1,500 c	
	Local	0/0/100		180 e	360
				<b>Total Funds:</b>	<b>4,060</b>

Description:

**Amendment: Add New Project** **Approved on: 2/5/2016**  
 Amend this project into the FY 2015-2020 TIP with \$4.21 million in BR and local funding (shared by Prince George's and Anne Arundel Counties).







**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** February 11, 2016

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The attached letters were sent/received since the January 20 TPB meeting.





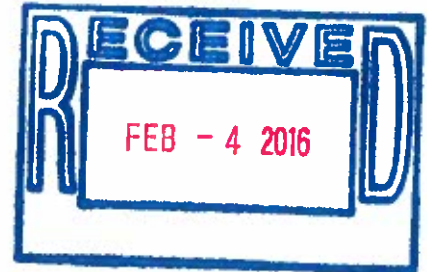
U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3570  
202-219-3545 (fax)

February 4, 2016

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



**Re: Air Quality Conformity Determination for the 2015 Constrained Long Range Plan (CLRP) for the Washington Metropolitan Region**

Dear Chairman Lovain:

The 1990 Amendments to the Clean Air Act require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176 (d) of the Clean Air Act establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas in order to provide for timely implementation of eligible portions of air quality plans.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of having completed the review of the 2015 Constrained Long Range Plan (CLRP). The TPB updates the TIP every two years, so since the 2015-2020 TIP was updated and approved on January 5, 2015, the TIP is not being approved again. On January 19, 2016, in a letter to FHWA's District of Columbia Division regarding the review of the 2008 8-hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM 2.5) Standards Conformity (enclosed), the EPA acknowledged its review and included technical documentation that supports the conformity finding of the region's 2015 CLRP.

FTA and FHWA find that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended. FTA and FHWA find that the 2015 CLRP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

Chairman Lovain

Page 2

**Re: Air Quality Conformity Determination for the 2015 CLRP for the Washington Metropolitan Region**

FTA and FHWA find that the TPB 2015 CLRP was developed based on a continuing, cooperative, and comprehensive transportation planning process carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

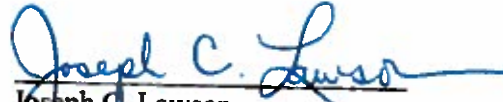
Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

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

Sincerely,



Terry Garcia Crews  
Regional Administrator  
Federal Transit Administration, Region III



Joseph C. Lawson  
Division Administrator  
Federal Highway Administration

Enclosure

cc:

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



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

RECEIVED  
JAN 2 2016  
BY: FHWA, DC

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

JAN 19 2016

Dear Mr. Lawson:

The United States Environmental Protection Agency (EPA), Region III has reviewed the 2008 8-Hour Ozone, Carbon Monoxide, and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS) Conformity Determinations of the 2015 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2015-2020 Transportation Improvement Program (TIP) for the Washington Metropolitan Region as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on December 14, 2015. EPA has reviewed the Conformity Determinations in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated under 40 CFR part 93. Enclosed, please find EPA's detailed evaluation located in the technical support document. It should be noted that in our technical support document, we are again deferring to the FHWA on the question of whether the CLRP and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Ms. Cristina Fernandez, Associate Director, Office of Air Program Planning at (215) 814-2178 or Ms. Asrah Khadr, at (215) 814-2071 to discuss this review.

Sincerely,

David L. Arnold, Acting Director  
Air Protection Division

Enclosure

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

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

**SUBJECT:** Technical Support Document for the Review of the 2008 8-Hour Ozone, Carbon Monoxide (CO), and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS) Conformity Determinations for the Fiscal Year (FY) 2015-2020 Transportation Improvement Program (TIP) and 2015 Constrained Long Range Plan (CLRP) for the Metropolitan Washington Region

**FROM:** Asrah Khadr, Environmental Engineer, EIT  
Office of Air Program Planning (3AP30)

*Asrah Khadr* 1/14/16

**TO:** Administrative Record of the Environmental Protection Agency (EPA) Review of the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations for the FY 2015-2020 TIP and 2015 CLRP for the Metropolitan Washington Region

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

*Cristina Fernandez* 1-14-16

**I. Background**

The purpose of this document is to review the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations of the 2015 CLRP and the FY 2015-2020 TIP as prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The purpose is to determine whether or not the conformity determinations meet the requirements of the Clean Air Act (CAA) and the applicable regulations promulgated thereunder at 40 CFR part 93. On December 14, 2015, the U.S. Environmental Protection Agency (EPA), Region 3 received the Metropolitan Washington Region TIP and CLRP conformity determinations under a cover letter dated December 9, 2015, from the District of Columbia Division of the United States Federal Highway Administration (FHWA). The conformity determinations were reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.102(b)(1), (b)(2)(iv), (b)(2)(v), and (b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), and (c), 93.118, and 93.119.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway, transit projects, and other activities are consistent with (conform to) the purpose of the State Implementation Plans (SIP). The CAA requires federal actions in

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

EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area for the 2008 8-hour ozone NAAQS on May 21, 2012 (77 FR 30088) with an effective date of July 20, 2012. The Washington Area currently has MVEBs for the 1997 8-Hour Ozone NAAQS. On April 15, 2004, EPA designated the Washington, DC-MD-VA Area as a moderate 8-hour nonattainment area for the 1997 ozone NAAQS. Until new mobile budgets are developed, the Washington, DC-MD-VA Area must conform to currently approved MVEBs. For the 8-hour ozone conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 2009 Attainment Plan and 2010 Contingency Plan budgets for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), which EPA declared adequate on February 7, 2013, are applicable to the ozone conformity determinations. The budgets are 66.5 tons/day of VOCs and 146.1 tons/day of NO<sub>x</sub> for the 2009 Attainment Plan and 144.3 tons/day of NO<sub>x</sub> for the 2010 Contingency Plan. In this case, the NO<sub>x</sub> and VOC budgets are from different plans which is acceptable because the VOC budgets were found adequate through the 2009 attainment plan and the NO<sub>x</sub> budgets were found adequate through the 2010 contingency plan.

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for 1997 PM<sub>2.5</sub> annual standard. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual PM<sub>2.5</sub> standard, based on ambient air quality monitoring data. The District Department of the Environment (DDOE), the Maryland Department of the Environment (MDE), and the Virginia Department of Environmental Quality (VADEQ) submitted a redesignation request and maintenance plan on the following dates: June 3, 2013 (DDOE & VADEQ), and July 10, 2013 (MDE). On October 6, 2014 (79 FR 60081), EPA approved the maintenance plan which was developed by DC, Maryland, and Virginia which included MVEBs for years 2017 and 2025 for NO<sub>x</sub> and PM<sub>2.5</sub>. The MVEBs for 2017 are 41,709 tons/year of NO<sub>x</sub> and 1,787 tons/year of PM<sub>2.5</sub>. The MVEBs for 2025 are 27,400 tons/year of NO<sub>x</sub> and 1,350 tons/year of PM<sub>2.5</sub>.

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



## II. Review of the Submitted Modeling Utilizing the Motor Vehicle Emission Simulator (MOVES2014)

To evaluate the submitted motor vehicle emissions inventory, it was necessary to review the supporting modeling completed using EPA's Motor Vehicle Emission Simulator (MOVES2014). The submitted files include run specifications (RunSpecs) describing the scenario parameters, input databases containing local fleet data, and an output database containing the modeling results. The submitted RunSpecs, input databases, and output database(s) were reviewed against the EPA document: *MOVES2014 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 database used in the analysis to ensure that it was completed consistent with the recommendations outlined in the above mentioned MOVES Technical Guidance 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 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 Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity*. Additionally, sufficient documentation was provided by 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	The appropriate county was selected for each run.
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 <sub>x</sub> , PM <sub>2.5</sub> , VOCs, and/or CO were selected. All processes were included in the analysis.

**Table 2. Review of MOVES input databases for years 2015, 2017, 2020, 2025, 2030, and 2040 for the Metropolitan Washington Region**

<b>Parameter</b>	<b>Submittal</b>
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 AVFT)	<p>A complete fuel supply table was provided with all fuel types present in the region.</p> <p>Appropriate fuel properties were included in the fuel formulation table, including Reid Vapor Pressure (RVP), ethanol content, and sulfur levels.</p> <p>The fuel usage table was provided and described the ethanol use by E-85 capable vehicles.</p> <p>The alternative vehicles and fuels (AVFT) table was provided.</p> <p>Any and all changes to the default fuels have been sufficiently documented.</p>
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)	<p>Annual VMT was provided for the five MOVES HPMS vehicle categories.</p> <p>Monthly VMT fractions were provided for all source types and month.</p> <p>Daily VMT fractions were provided for all days and source types.</p> <p>Hourly VMT fractions were provided for each day type and source type.</p>
Hotelling	The hotelling activity (auxiliary power unit (APU) use vs extended idle vs. engine off) was described for all model years.
Inspection/Maintenance (I/M) Programs	The existing I/M program was accurately described.

<b>Table 3. Review of the output database and post-processing steps for years 2015, 2017, 2020, 2025, 2030, and 2040 for the Metropolitan Washington Region</b>	
MOVESrun table	Appropriate version of MOVES was used. All calculation bundles were processed.
MOVES error table	No errors were produced in any of the runs.
MOVESoutput	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.

### **III. EPA's Evaluation**

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

For all areas where transportation conformity applies, Table 1 – Conformity Criteria, found in 40 CFR 93.109(b) lists the conformity criteria that apply for transportation plans, TIPs, and projects in 40 CFR 93.110 through 93.119. A transportation plan or TIP conformity determination must include a regional emissions analysis that meets the requirements of 40 CFR 93.122. This regional emissions analysis must use latest planning assumptions (40 CFR 93.110); use the latest emissions model (40 CFR 93.111); and pass the appropriate conformity test – the budget test and/or the interim emissions test(s) (40 CFR 93.118 and 93.119). In addition, other requirements must be met and documented in the transportation plan and TIP conformity determination including interagency consultation and public participation (40 CFR 93.112); and timely implementation of Transportation Control Measures (TCMs) in approved SIPs (40 CFR 93.113). Table 4 below demonstrates how the document prepared by the TPB satisfies the requirements for conformity determinations.

**Table 4. EPA's Evaluation of The Conformity Determinations of the Plan and TIP Submitted By The District Of Columbia Division Office Of The Federal Highway Administration On Behalf of TPB to EPA on December 14, 2015**

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

	further progress, attainment or maintenance strategy?		
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 8-hour ozone, CO, and 1997 PM <sub>2.5</sub> conformity analyses (2015 (ozone and CO only), 2017, 2020, 2030, and 2040) are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget). 2015 is the attainment year for the 2008 8-hour ozone NAAQS.
93.106(a)(2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	The conformity determination summarized: population, employment, and household data for the Metropolitan Washington, DC area which was utilized in this analysis. These forecasts were based upon the Round 8.3 forecast.

93.106(a)(2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the Air Quality Conformity Analysis document includes regionally significant additions or modification projects. The project list includes transit, highway, and high occupancy vehicle (HOV)/high occupancy toll (HOT) projects.
93.108	Is the transportation plan fiscally constrained?	Y	EPA is deferring to TPB and the State of Maryland, the Commonwealth of Virginia, and the District of Columbia transportation agencies who have determined that the plan is fiscally constrained.
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in 40 CFR §§93.111 - 93.119, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other</p>	Y	<p>(a &amp; b) The latest planning assumptions have been utilized. The latest planning assumptions include the new Round 8.3 forecasts, which includes forecasts for population and employment data. The latest travel time changes were used in the travel demand model.</p>

	<p>designated agency and is the conformity based upon the latest assumptions about current and future background concentrations?</p> <p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) Does the conformity determination include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time?</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of Transportation Control Measures (TCMs) and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by 40 CFR §93.105?</p>	<p>(c) Charges made by each transit provider as well as updated charges were used for future analyses.</p> <p>(d) Increases in transit fares are incorporated.</p> <p>(e) All of the TCMs listed in the 8-hour and 1-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Key MOVES modeling assumptions are provided as well as the most recent planning assumptions.</p>
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93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES2014, an acceptable EPA emissions model to do the emissions analysis.
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state conformity SIP.</p> <p><b><u>Interagency Consultation</u></b> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington, DC area.</p> <p><b><u>Public Consultation</u></b> The TPB has provided opportunities for public comment on the Conformity Determination. On March 13, 2014, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP.</p>
93.113(b) and 93.113(c)	Are TCM's being implemented in a timely manner.	Y	All the TCMs listed in the 1-hour and 8-hour Ozone SIPs for the Metropolitan Washington, DC area were implemented.



			The latest information regarding TCMs and other implementation plan measures effectiveness has been used.																		
93.118	For areas with SIP Budgets: Does the Transportation Plan and TIP meet the required emission reduction test?	Y	<p>On April 4, 2005 (70 FR 16958), EPA approved the new CO maintenance plan for the Washington, DC metropolitan area. The mobile budgets contained therein are applicable to this conformity determination and are in tons/day (tpd).</p> <table> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2015 Analysis:</u> 381 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2017 Analysis:</u> 321 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2020 Analysis:</u> 223 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2030 Analysis:</u> 164 tpd</td> </tr> <tr> <td><u>2005 CO Budget:</u> 1671.50 tpd</td> <td><u>2040 Analysis:</u> 122 tpd</td> </tr> </table> <p>On February 7, 2013, EPA declared adequate mobile emissions budgets contained in the 2009 Attainment Plan and 2010 Contingency Plan for Maryland, Virginia, and the District of Columbia. Therefore, those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical and are in tons/day (tpd).</p> <table> <tr> <td><u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO<sub>x</sub>)</td> <td><u>2015 Analysis:</u> 62.4 tpd (VOC) 128.3 tpd (NO<sub>x</sub>)</td> </tr> <tr> <td><u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO<sub>x</sub>)</td> <td><u>2017 Analysis:</u> 50.7 tpd (VOC) 91.1 tpd (NO<sub>x</sub>)</td> </tr> <tr> <td><u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO<sub>x</sub>)</td> <td><u>2025 Analysis:</u> 35.5 tpd (VOC) 42.0 tpd (NO<sub>x</sub>)</td> </tr> <tr> <td><u>2009/2010 Budgets:</u> 66.50 tpd (VOC)</td> <td><u>2030 Analysis:</u> 25.2 tpd (VOC)</td> </tr> </table>	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2015 Analysis:</u> 381 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2017 Analysis:</u> 321 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2020 Analysis:</u> 223 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2030 Analysis:</u> 164 tpd	<u>2005 CO Budget:</u> 1671.50 tpd	<u>2040 Analysis:</u> 122 tpd	<u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )	<u>2015 Analysis:</u> 62.4 tpd (VOC) 128.3 tpd (NO <sub>x</sub> )	<u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )	<u>2017 Analysis:</u> 50.7 tpd (VOC) 91.1 tpd (NO <sub>x</sub> )	<u>2009/2010 Budgets:</u> 66.50 tpd (VOC) 144.30 tpd (NO <sub>x</sub> )	<u>2025 Analysis:</u> 35.5 tpd (VOC) 42.0 tpd (NO <sub>x</sub> )	<u>2009/2010 Budgets:</u> 66.50 tpd (VOC)	<u>2030 Analysis:</u> 25.2 tpd (VOC)
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<u>2009/2010 Budgets:</u> 66.50 tpd (VOC)	<u>2030 Analysis:</u> 25.2 tpd (VOC)																				

			<p>144.30 tpd (NO<sub>x</sub>)      28.4 tpd (NO<sub>x</sub>)</p> <p><u>2009/2010 Budgets:</u>      <u>2040 Analysis:</u>  66.50 tpd (VOC)      19.1 tpd (VOC)  144.30 tpd (NO<sub>x</sub>)      20.3 tpd (NO<sub>x</sub>)</p> <p>On October 6, 2014 (79 FR 60081), EPA approved for use MVEBs for the 1997 PM<sub>2.5</sub> NAAQS for transportation conformity purposes. The mobile budgets contained therein are applicable to this conformity determination and are in tons/year (tpy). The MVEBs are for years 2017 and 2025.</p> <p><u>2017 Budgets:</u>      <u>2017 Analysis:</u>  41,709 tpy (NO<sub>x</sub>)      32,790 tpy (NO<sub>x</sub>)  1,787 tpy (PM<sub>2.5</sub>)      1,523 tpy (PM<sub>2.5</sub>)</p> <p><u>2025 Budgets:</u>      <u>2025 Analysis:</u>  27,400 tpy (NO<sub>x</sub>)      15,421 tpy (NO<sub>x</sub>)  1,350 tpy (PM<sub>2.5</sub>)      926 tpy (PM<sub>2.5</sub>)</p> <p><u>2025 Budgets:</u>      <u>2030 Analysis:</u>  27,400 tpy (NO<sub>x</sub>)      10,756 tpy (NO<sub>x</sub>)  1,350 tpy (PM<sub>2.5</sub>)      811 tpy (PM<sub>2.5</sub>)</p> <p><u>2025 Budgets:</u>      <u>2040 Analysis:</u>  27,400 tpy (NO<sub>x</sub>)      8,103 tpy (NO<sub>x</sub>)  1,350 tpy (PM<sub>2.5</sub>)      720 tpy (PM<sub>2.5</sub>)</p>
93.119	For areas without emission budgets: Does the Transportation Plan and TIP demonstrate contribution to emission reductions?	N/A	N/A

#### IV. CONCLUSION

Pursuant to FHWA's December 14, 2015 request, EPA has reviewed the 2008 8-Hour Ozone, CO, and 1997 PM<sub>2.5</sub> NAAQS Conformity Determinations for the 2015 CLRP and the FY 2015-2020 TIP prepared by the Metropolitan Washington Council of Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the 2015 CLRP and the FY 2015-2020 TIP meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93.



National Capital Region  
Transportation Planning Board

January 8, 2016

David Snyder  
Chair  
Metropolitan Washington Air Quality Committee  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Chair Snyder:

I am writing to provide you with the updated inventory of the motor vehicle emissions estimates and the TPB's recommendations for revising the motor vehicle emissions budgets (MVEBs or mobile budgets) for PM2.5 Direct and PM2.5 precursor NOx in the region's PM2.5 Maintenance Plan. The TPB staff has developed these inventories working with MWAQC and state air agency staffs. The TPB understands that the MWAQC is assisting the state air agencies with a revision of the 2013 PM2.5 Maintenance Plan that was previously approved by the US EPA. These emissions inventories were developed at the request of MWAQC staff and are consistent with the TPB's approved FY 2016 Unified Planning Work Program. The attached memorandum, from TPB staff, provides the detailed inventories together with the inputs, assumptions, and methods used in developing the emissions inventories.

The TPB acknowledges that the current (2013) PM2.5 Maintenance Plan contains emissions budgets for PM2.5 Direct and PM2.5 precursor NOx that the TPB has been using for regional air quality conformity analysis since 2013. At the time of the development of the original (2013) PM2.5 Maintenance Plan, the Environmental and Transportation agencies of Maryland, Virginia, and the District of Columbia agreed to update the PM2.5 mobile budgets in 2015, and submit them as a revision to the 2013 PM2.5 Maintenance Plan (as included in Appendix D of the Maintenance Plan). TPB staff has developed the attached inventories in accordance with this agreement and is now providing them to MWAQC for use in the development of updated mobile budgets and revisions to the PM2.5 Maintenance Plan document. I understand that the MWAQC Technical Advisory Committee is currently developing the draft revised Plan document for MWAQC's approval in February 2016 for use in a public comment period and public hearing.

The TPB understands that the PM2.5 Maintenance Plan establishes mobile emissions budgets for the attainment year of 2007, interim year of 2017, and out year of 2025. Once mobile budgets are submitted and found adequate by EPA, the TPB is required to use them to demonstrate conformity of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP). This means that in order for transit and highway improvements supported by the region to move forward, the TPB will be required to show that projected motor vehicle emissions for 2007 through 2016 are less than or equal to the 2007 mobile budgets; emissions for 2017 through 2024 are less than or equal to the 2017 mobile budgets; and emissions for 2025 through 2040 are less than or equal to the 2025 mobile budgets.

The development of the 2013 PM2.5 Maintenance Plan mobile budgets was a lengthy process, involving the formation of a Mobile Budget Task Force, which included representatives from state and local transportation and air agencies. In developing the future year inventories for the 2013 PM2.5 Maintenance Plan, the TPB noted that while motor vehicle emissions are projected to decline much faster from the 2007 levels than from other emission sources (non-road, point and area), there were significant uncertainties in these 2017 and 2025 projections due to potential changes in the technical inputs and the models used to calculate the emissions amounts. The technical inputs include the age and composition of the vehicle fleet, the travel demand model, and EPA's emissions estimation model.

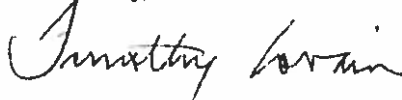
In order to address technical uncertainties due to changes in these aspects of regional transportation plans, the TPB at that time recommended the incorporation of transportation buffers into the out-year mobile emissions budgets for 2017 and 2025. The use of transportation buffers is common practice for maintenance plans around the country, and is explicitly provided for in the US EPA Conformity Regulations.

The TPB recommended transportation buffers were based in part on VIN data sensitivity tests run in 2012, which were designed to assess the potential impact of changes in the mix and age of the region's vehicle fleet. They were also based on TPB's previous experience with changes in EPA's mandated emissions estimating procedures, which had typically resulted in significantly higher buffer levels from the same set of local inputs. The sensitivity tests and recommended transportation buffer levels are documented in a June 1, 2012 letter from Ron Kirby, then director of COG's Transportation Planning Department, to the MWAQC chair. MWAQC and the state air agencies agreed with the TPB recommendation, and developed the 2013 Maintenance Plan with a 20 percent transportation buffer for both PM2.5 Direct and PM2.5 precursor NOx in 2017 and 2025.

Consistent with the 2013 Maintenance Plan, and as provided for in the US EPA Conformity Regulations, the TPB recommends that the attached mobile emissions Inventories be used to revise the 2013 PM2.5 Maintenance Plan, and further, that the motor vehicle emissions budgets for PM2.5 Direct and PM2.5 precursor NOx in 2017 and 2025 include the same 20 percent transportation buffer to address inherent uncertainties attributable to changes to the technical inputs and travel/emissions modeling refinements over time. The significant declines projected in both PM2.5 Direct and PM2.5 precursor NOx from the mobile sector, together with other reductions over the 2007 through 2025 period of the maintenance plan, indicate that these transportation buffers can be included in the Plan while still ensuring the region's maintenance of the National Ambient Air Quality Standards (NAAQS) for PM2.5.

TPB staff would be pleased to provide any technical information or answer any questions that MWAQC members may have concerning these recommendations. The TPB is pleased that the region attained the 1997 NAAQS for PM2.5 in 2007, and has not only maintained this standard, but has further significantly reduced PM2.5 emissions from the mobile sector during this period, and is forecast to do so into the future.

Sincerely,



Timothy Lovain  
Chair  
Transportation Planning Board

Attachment:



National Capital Region  
**Transportation Planning Board**

February 8, 2016

The Honorable Larry Hogan  
Governor  
State of Maryland  
100 State Circle  
Annapolis, MD 21401-1925

The Honorable Terry McAuliffe  
Governor  
Commonwealth of Virginia  
Common Ground for Virginia  
P.O. Box 1475  
Richmond, VA 23218

The Honorable Muriel Bowser  
Mayor  
District of Columbia  
John A. Wilson Building  
1350 Pennsylvania Avenue, NW,  
Washington, DC 20004

Dear Governor Hogan, Governor McAuliffe, and Mayor Bowser:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the federally designated Metropolitan Planning Organization for the metropolitan Washington region, regarding the reconstitution of the existing State Safety Oversight Agency (SSOA) into a MAP-21 compliant SSOA for the region's Metrorail system.

As you are aware, Maryland, Virginia, and the District of Columbia have been providing the safety oversight of Metrorail operations under the requirements of the Federal Transit Administration's (FTA) State Safety Oversight (SSO) program. This function is currently being carried out by the Tri-State Oversight Committee (TOC) under the executive leadership of your transportation officials. Under the FTA's previous program, SSO agencies such as the TOC lacked regulatory oversight and enforcement authority over the rail systems with regard to the corrective actions issued by the agencies. To overcome this longstanding weakness, in 2012 the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) required that each state reconstitute its SSO agencies to provide it with investigative and enforcement authorities to enhance and ensure 1) the safety of each rail transit agency in its program, and 2) the implementation of each agency's safety plan.

The TPB and its member jurisdictions work closely with the Washington Metropolitan Area Transit Authority (WMATA) on various issues including enhancements put in place following the January 12, 2015 Metrorail smoke incident at the L'Enfant Plaza station. The TPB was briefed by the TOC's policy staffs in December 2015 about the efforts undertaken by Maryland, Virginia, and the District to reconstitute the TOC into a Metro Safety Commission (MSC) with all of the authority and independence required under MAP-21.

TPB members had been informed that the MSC would be established by 2017 at the latest, but that every attempt would be made to pass a regional compact and establish the MSC in 2016. The TPB

The Honorable Larry Hogan, The Honorable Terry McAuliffe, and The Honorable Muriel Bowser  
February 8, 2016

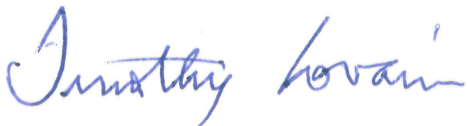
was disappointed to learn that the timelines for 2016 have been missed for the three jurisdictions to move the compact forward within the existing legislative schedules and as such the prospects for setting up the MSC in 2016 have been significantly undermined.

As you can appreciate, the Metrorail system is a critical element of the region's transportation system and vital to the health of the region's economy. The importance of the safe and reliable operation of the Metrorail system to this region and to the TPB cannot be overstated. Effective oversight of Metrorail's safety backed by investigative and enforcement authority can only be provided by reconstituting the TOC as the MSC as called for by MAP-21. With this in mind, the members of the TPB encourage Maryland, Virginia, and the District of Columbia to explore every alternative and spare no effort (which could include, given how crucial Metrorail is to the entire region, convening a special legislative session) to fully establish the MSC in 2016. As you are aware the FTA at the direction of the U.S. Secretary of Transportation has assumed safety oversight of the Metrorail system on an interim basis. The FTA is working with the TOC and COG to help set up the MSC as expeditiously as possible and to hand over the safety oversight responsibilities back to the states. The FTA's Acting Administrator has similarly expressed her disappointment with missing the timelines for 2016 and called on the three jurisdictions to make every effort to establish the MSC expeditiously.

Lastly, the TPB urges you to develop a thorough and specific timetable with interim milestones to ensure that the MSC is fully established and operating no later than 2017 and asks your staff to provide the TPB with periodic reports on the progress made towards this important goal.

I look forward to working with you and your staff on efforts to expedite the establishment of the MSC. With most members of the TPB serving as elected officials and legislators, we are prepared to provide any assistance needed to help establish the MSC this year.

Sincerely,



Timothy Lovain  
TPB Chairman

cc: Members of the Transportation Planning Board  
The Honorable Pete Rahn, Maryland Transportation Secretary  
The Honorable Aubrey Layne, Jr., Virginia Transportation Secretary  
The Honorable Leif Dormsjo, District Department of Transportation Director  
Ms. Greer Gillis, P.E, District Department of Transportation Deputy Director  
Ms. Therese McMillan, Federal Transit Administration Acting Administrator  
The Honorable Roger Berliner, Chairman, Metropolitan Washington Council of Governments  
Mr. Kevin Reigrut, Maryland Department of Transportation Assistant Secretary of Operations  
Ms. Jennifer Mitchell, Virginia Department of Rail and Public Transportation Director  
Mr. Reginald Bazile, District Dept. of Transportation Special Assistant for Policy & Planning  
Mr. Chuck Bean, Metropolitan Washington Council of Governments Executive Director  
Mr. Patrick D. Nemons, Federal Transit Administration Special Assistant for Transit Safety and Oversight



February 5, 2016

Ms. Terry Garcia-Crews  
Federal Transit Administration  
Regional Administrator for Region 3  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124

Re: Completion of MWCOG TIGER Grant

Dear Ms. Garcia-Crews:

In response to our meeting of December 10, 2015, regarding the progress and remaining funds of the Metropolitan Washington Council of Governments' (COG's) Transportation Investments Generating Economic Recovery (TIGER) Grant (DC-78-0001-00), COG reviewed the remaining projects and tasks being undertaken by the five implementing agencies: City of Alexandria, District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), Potomac and Rappahannock Transportation Commission (PRTC) and Washington Metropolitan Area Transit Authority (WMATA).

As of February 1, 2016, approximately 64 percent of the TIGER grant funds (\$37.6 million out of \$58.8 million) have been drawn-down for reimbursement, and an additional \$2.5 million worth of work has been completed with invoices in review. Major projects are rapidly expending the grant funds as the contractors are reimbursed by the implementing agencies for their work.

COG conducted an independent review of the projects and tasks within each project, and then reviewed the same with each implementing agency. On January 28, 2016, at a project management meeting, COG and implementing agency staff completed a coordinated review of project status. Based on that meeting, COG and DDOT have identified two projects for which expenditure of the TIGER grant funds may be significantly impacted.

1. The Transit Signal Priority being implemented cooperatively by the City of Alexandria, DDOT and WMATA is currently on schedule to be completed in July 2016. Final invoices for contractor work may continue to come in through the remaining period of the grant, particularly from DDOT. The major expenditures for capital items will be completed during the grant lifetime; DDOT estimates that invoicing for up to \$400,000 of technical work might not be completed by the time the grant ends, in which case DDOT will pay for project completion through other sources.
2. Secondly, DDOT's Georgia Avenue Bus Lane project is expected to be completed in May 2016. At this time it appears expenditures may come in under budget, by up to \$400,000, though emergent needs may use up these contingency funds. DDOT is also using FHWA funds for complementary work on this project. At the January 28 meeting USDOT-OST and FTA staff offered to set up a meeting with FHWA District staff to explore any opportunity to use the TIGER grant funds for the project before using the FHWA funds

Ms. Terry Garcia-Crews  
February 5, 2016

In addition, COG and the implementing agencies continue to monitor the progress of the Takoma Langley Transit Center (MTA), the Franconia Springfield Transit Station improvements (WMATA) and the Transit Signal Priority project (Alexandria). All of these projects are on schedule to be completed by May 2016, however unforeseen work delays or delays in invoicing could lead to missed grant expenditures.

COG and the implementing agencies remain committed to completing all of our project activities for the TIGER grant. We will continue working with the implementing agencies and will monitor the above projects to make best use of the discretionary TIGER Grant funding available. We understand the visibility of the grant's projects to the public, Congress, and federal agencies, and we look forward to successful completion of this regional effort.

Thank you for your assistance and cooperation in implementing this important set of projects in the National Capital Region. I am directing Mr. Eric Randall of my staff, at 202-962-3254 or [erandall@mwcog.org](mailto:erandall@mwcog.org), serving as the TIGER Grant Coordinator to assist your office with any further information needed. Please do feel free to contact me if I can be of further assistance in the matter.

Sincerely,



Chuck Bean  
COG Executive Director

Attachment:

cc: Yon Lambert, Director, City of Alexandria, Department of Transportation and Environmental Services  
Leif Dormsjo, Director, District Department of Transportation  
Pete Rahn, Secretary, Maryland Department of Transportation  
Eric Marx, Executive Director, Potomac and Rappahannock Transportation Commission  
Paul Wiedefeld, General Manager and Chief Executive Officer, Washington Metropolitan Area Transit Authority  
Kanti Srikanth, Director, Department of Transportation Planning, MWCOC





**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall  
Alexandria, Virginia 22313  
703.746.4025**

**alexandriava.gov**

February 4, 2016

Chuck Bean, Executive Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE,  
Suite 300  
Washington, D.C. 20002

Re: MWCOG TIGER Grant (DC-78-0001-00) for *Priority Bus Transit in the National Capital Region*.

Dear Mr. Bean:

In support of your letter of January 5, 2016 to the Federal Transit Administration on the progress of the region's TIGER Grant, I wish to assure you of the City of Alexandria's (hereby referred to as "the City") commitment to completing all of our project activities for the TIGER grant.

Please know that the City is committed to completing the projects by the June 2016 deadline set by MWCOG to ensure all funds are drawn down within the remaining period of the grant. However, in the event of unforeseen circumstances, specifically regarding delays due to the procurement process, the City is working to secure alternative sources of funding to complete the project, if necessary. The City acknowledges that as of January 15, 2016, \$477,140.85 of TIGER funds for the City's projects remain to be invoiced for reimbursement.

The City understands that the statutory deadline for expending the TIGER funds, and for ultimately completing the projects in the grant, is September 30, 2016, which requires that all contractor invoices be paid and submitted to MWCOG for reimbursement no later than August 19, 2016. Any remaining funds not invoiced for will be de-obligated and returned to the Treasury on October 1, 2016. In the event work is not completed on time and invoices are not submitted in a timely manner before the end date of the grant, the City understands that project costs will have to be paid for out of other sources of funds.

The City will continue our successful cooperation with regional partners in completing the TIGER projects in a timely and effective manner that meets the spirit of the TIGER grant. We understand the visibility of the grant's projects to the public, Congress, and federal agencies, and we look forward to successful completion of this regional effort.

Chuck Bean  
February 4, 2016  
Page 2

If you have any questions or concerns, please feel free to contact me or Ravi Raut at 703-746-4152 or [ravindra.raut@alexandriava.gov](mailto:ravindra.raut@alexandriava.gov).

Sincerely,



Carrie Sanders  
Acting Deputy Director

Cc: Yon Lambert, Director, Transportation & Environmental Services  
Bob Garbacz, Division Chief, Traffic Engineering, Transportation & Environmental Services  
Ravindra Raut, Civil Engineer IV, Traffic Engineering, Transportation & Environmental Services



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 5, 2016

Mr. Chuck Bean  
Executive Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Mr. Bean:

On behalf of the Maryland Department of Transportation's (MDOT), State Highway Administration (SHA) and Maryland Transit Administration (MTA) I am writing to express support of the letter to the Federal Transit Administration (FTA) on the progress of the region's TIGER Grant.

MDOT is committed to completing all projects by the June 2016 deadline set by MWCOG to ensure all funds are drawn down within the remaining period of the grant. MDOT understands that the statutory deadline for expending the TIGER funds and for ultimately completing the projects in the grant is September 30, 2016, which requires that all contractor invoices be paid and submitted to MWCOG for reimbursement no later than August 19, 2016. Any remaining funds not invoiced will be deobligated and returned to the Treasury on October 1, 2016. In the event work is not completed on time and invoices are not submitted in a timely manner before the end date of the grant, MDOT understands that project costs will have to be paid for using other fund sources.

MDOT acknowledges that as of January 15, 2016, \$3,943,530.40 of TIGER funds for MDOT's projects remain to be invoiced for reimbursement. The Takoma/Langley Transit Center (ALI 11.33.03) project has been delayed past original estimates for completion due to its complex nature. MDOT is confident that the work which was committed to in the grant will be completed and invoiced on time. In addition, SHA's projects have all been completed, and project reimbursement will be submitted by WMATA on behalf of SHA in February 2016.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Chuck Bean  
Page Two

Should you have any questions or concerns, please contact Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT, at 410-865-1279, toll free at 888-713-1414, or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, you may always contact me directly.

Sincerely,



Heather R. Murphy  
Director  
Office of Planning and Capital Programming

cc:

Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland  
Department of Transportation  
Mr. Charles Glass, Assistant Secretary for Transportation Policy, Analysis and Planning,  
Maryland Department of Transportation  
Mr. Buck Roberts, Project Manager, Maryland Transit Administration  
Ms. Jane Williams, Director of the Washington Area Transit Office, Maryland  
Department of Transportation



14700 Potomac Mills Road  
Woodbridge, VA 22192

February 2, 2016

Chuck Bean, Executive Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE,  
Suite 300  
Washington, D.C. 20002

Re: MWCOG TIGER Grant (DC-78-0001-00) for *Priority Bus Transit in the National Capital Region*.

Dear Mr. Bean:

In support of your letter of January 5, 2016 to the Federal Transit Administration on the progress of the region's TIGER Grant, I wish to assure you of the Potomac and Rappahannock Transportation Commission (PRTC) commitment to completing all of our project activities for the TIGER grant.

Please know that PRTC is committed to completing all projects by the June 2016 deadline set by MWCOG to ensure all funds are drawn down within the remaining period of the grant. PRTC understands that the statutory deadline for expending the TIGER funds and for ultimately completing the projects in the grant is September 30, 2016, which requires that all contractor invoices be paid and submitted to MWCOG for reimbursement no later than August 19, 2016. Any remaining funds not invoiced for will be deobligated and returned to the Treasury on October 1, 2016. In the event work is not completed on time and invoices are not submitted in a timely manner before the end date of the grant, PRTC understands that project costs will have to be paid for out of other sources of funds.

PRTC acknowledges that as of January 15, 2016, \$1,142,509.48 of TIGER funds for PRTC's projects remain to be invoiced for reimbursement. The CAD/AVL System (ALI 11.62.20) project has been delayed past original estimates for their completion due to their complex nature. PRTC is confident that the work that was committed to in the grant will be completed and invoiced on time.

PRTC will continue our successful cooperation with regional partners in completing the TIGER projects in a timely and effective manner that meets the spirit of the TIGER grant. We understand the visibility of the grant's projects to the public, Congress, and federal agencies, and we look forward to successful completion of this regional effort.

If you have any questions or concerns, please feel free to contact me at 703-580-6113 or via email at [bmassie@omniride.com](mailto:bmassie@omniride.com).

Sincerely,

Betsy Massie,  
Director of Grants and Project Management

cc: Eric Marx, Interim Executive Director of PRTC  
Doris Lookabill, Director of Customer Service & Dispatch  
Carl Roeser, Manager of Information Technology





February 1, 2016

Chuck Bean, Executive Director  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002

Re: MWCOG TIGER Grant (DC-78-0001-00) for *Priority Bus Transit in the National Capital Region.*

Dear Mr. Bean:

In support of your letter of January 5, 2016 to the Federal Transit Administration on the progress of the region's TIGER Grant, I wish to assure you of the Washington Metropolitan Area Transit Authority's (WMATA) commitment to completing all of our project activities for the TIGER grant.

Please know that WMATA is committed to completing all projects by the June 2016 deadline set by Metropolitan Washington Council of Governments (MWCOG) to ensure all funds are drawn down within the remaining period of the grant. WMATA understands that the statutory deadline for expending the TIGER funds and for ultimately completing the projects in the grant is September 30, 2016, which requires that all contractor invoices be paid and submitted to MWCOG for reimbursement no later than August 19, 2016. Any remaining funds not invoiced will be deobligated and returned to the Treasury on October 1, 2016. In the event work is not completed on time and invoices are not submitted in a timely manner before the end date of the grant, WMATA understands that project costs will have to be paid from non-TIGER sources.

As of February 1, 2016, WMATA has submitted \$6,398,682.94 (57% of total) in invoices to MWCOG and has received \$5,137,344.85 in TIGER fund reimbursements. Even though the Pentagon Station Improvements (ALI 11.34.02), Franconia Springfield Station Improvements (ALI 11.34.02), and Transit Signal Priority (ALI11.63.20) projects have been delayed, WMATA is confident that the work commitments of the grant will be completed and invoiced on time.

Washington  
Metropolitan Area  
Transit Authority

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

By Metrorail:  
Ferry Square—Red Line  
Silver Place—Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

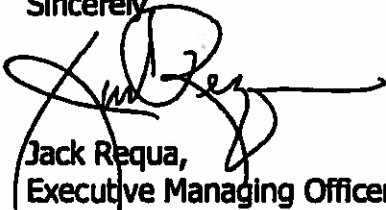
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Transit Partnership

**Mr. Bean  
Page 2**

**WMATA will also continue our successful cooperation with regional partners to complete the MDOT and DDOT TIGER projects in a timely and effective manner.**

**If you have any questions or concerns, please feel free to contact James Hamre, Director, Bus Planning, Scheduling and Customer Facilities, at 202 962 2870 or [jhamre@wnata.com](mailto:jhamre@wnata.com).**

**Sincerely,**



**Jack Requa,  
Executive Managing Officer**

**cc: CFO - Dennis Anosike  
CPO - John Shackelford  
AGM/TIES - Andy Off  
AGM/BUSV - Robert Potts**





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** February 11, 2016

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





## MEMORANDUM

TO: Transportation Planning Board  
FROM: Kanti Srikanth, TPB Staff Director and John Swanson, TPB Transportation Planner  
SUBJECT: Update on the Unfunded Capital Needs Working Group  
DATE: February 11, 2016

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The Unfunded Capital Needs Working Group will not be meeting on February 17, as previously planned. The next meeting of the group will be scheduled for March 16. The time of that meeting is not yet determined.

The agenda for the next meeting is expected to include the following topics:

- *Status Report and Discussion about the “No-Build” scenario.*

To provide context for priority setting, the TPB will release a report in the summer of 2016 that will look at two extreme “bookend” scenarios: 1) a “No-Build” scenario that will analyze the effects of not building new transportation capacity over the next 25 – not even the projects in the CLRP; and 2) an “All-Build” scenario that will include most of the major unfunded transportation projects that are part of the approved plans of our member jurisdictions (in addition to the CLRP). In the final report on this analysis, the systems performance of these two scenarios will be compared to the CLRP. At the meeting on March 16, staff will provide a status report on analysis related to the first of the scenarios, the “No Build.”

- *Discuss outreach to member jurisdictions to promote regional priorities.*

The next meeting of the Working Group will also provide an opportunity to synthesize the recommendations that emerged from the TPB Work Session on January 20 that was convened to discuss recommendations to develop a process to enhance TPB input on new CLRP project submissions. At that meeting, participants agreed that the TPB, as a regional body, should develop a full understanding of the project development and decision-making processes of its member jurisdictions. The participants also agreed that the TPB should work with the local, sub-regional and state agencies to include the TPB’s regional priorities and urgent needs in their project selection and prioritization processes. At the meeting on March 16, TPB members will have an opportunity to further explore how best to document the local and state project selection processes, and how outreach to member jurisdictions might effectively integrate the TPB’s regional priorities into these processes for project development and selection.

The Board is currently engaged in two substantive initiatives: 1) developing a list of unfunded regionally significant multi-modal projects for inclusion in the CLRP and 2) ensuring that the TPB’s regional transportation priorities and needs are part of the local, subregional, and state project selection and prioritization processes. Both initiatives are based on the board’s interest in improving the performance outcomes of the regional CLRP and advancing regional transportation policy

priorities. The work plan for both initiatives calls for identifying the deficiencies in the current CLRP. This list of deficiencies could be the basis for selecting a set of regionally significant but unfunded multi-modal projects to pursue and also represent the transportation priorities that the TPB would want the local, subregional, and state project selection and prioritization processes to consider. Working to identify these deficiencies will be the focus of the April and May meetings.

All TPB members and their staff are invited to participate in the Working Group, as well designated representatives from the Citizen Advisory Committee and other invited participants.

Please contact John Swanson of the TPB staff at 202-962-3295 or [jswanson@mwkog.org](mailto:jswanson@mwkog.org) with any questions or comments.