



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 11, 2020

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: June 11, 2020

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

- SR 22-2020: a resolution of support for submission of Northern Virginia projects for the Commonwealth of Virginia's Smart Scale transportation project prioritization process, as requested by the Virginia Department of Transportation,
- SR 23-2020: approving an amendment the FY 2021-2024 Transportation Improvement Program (TIP) to include \$1.2 million in National Highway Performance Program NHPP and local match funding for the Overhead Freeway Sign Maintenance program, \$2 million in Highway Safety Improvement Program and local match funding for the Size and Weight Enforcement program, and \$3.255 million in NHPP and local match funding for the East Capitol St. Bridge over the Anacostia River project, as requested by the District Department of Transportation These two programs and the bridge project do not add capacity to the regional transportation system and are exempt from the air quality conformity requirement.
- SR 24-2020: approving an amendment to the FY 2021-2024 TIP to include \$2.225 million in Highway Bridge Rehabilitation and Replacement Program with local match funding for the Fairview Avenue Bridge over Carroll Creek project, as requested by the Maryland Department of Transportation, on behalf of the City of Frederick: This bridge project does not add capacity to the regional transportation system and this amendment and is exempt from the air quality conformity requirement.

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

Attachments

- TPB Steering Committee Attendance
- SR 22-2020
- SR 23-2020
- SR 24-2020

**TPB STEERING COMMITTEE
ATTENDANCE – JUNE 5, 2020**

MEMBERS

Regina Moore	VDDOT
Mark Phillips	WMATA
Mark Rawlings	DDOT
Kelly Russell	City of Frederick
Pamela Sebesky	City of Manassas
Norman Whitaker	VDOT

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT
PRIORITIZATION PROCESS**

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 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, on March 18, 2020, the TPB approved the 2020 Amendment to the Visualize 2045 Long-Range Transportation Plan, which was developed as specified in the Federal Planning Regulations and is the MPO's long-range plan of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit projects for the Commonwealth of Virginia SMART SCALE funding must demonstrate that the project is included in or is exempt from inclusion in the MPO's long-range transportation plan, or, if the project is not in the plan, the project must have an MPO resolution of support, in order to be considered for the SMART SCALE prioritization process; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all highway and transit SMART SCALE project submissions, has transmitted the attached list of preliminary applications received by June 1, and has worked with TPB staff in reviewing the highway and transit project submissions for submission eligibility; and

WHEREAS, absent a determination by TPB staff that a project is already included in the approved plan, submission of projects for SMART SCALE funding requires a resolution of support by the TPB; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit TPB to include any project into its long-range plan; and

WHEREAS, all projects that are awarded SMART SCALE funding and are not already included in Visualize 2045, as amended or updated, must each be treated as a new project to the TPB's process and will be evaluated accordingly as specified in the TPB's Technical Inputs Solicitation Submission Guide; and

WHEREAS, VDOT expects the final list of projects submitted to be a subset of the attached preliminary list and will provide the TPB with a list of projects that were submitted at the August 3 deadline, and will also provide TPB with the list of projects that were awarded funding;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the following Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the attached materials:

Approved by the TPB Steering Committee at its Virtual Meeting on June 5, 2020.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive

Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

May 21, 2020

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

RE: Northern Virginia SMART SCALE application process - TPB resolution of support to apply for funding

Dear Ms. Russell,

The Virginia Department of Transportation (VDOT) seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for the submission of Northern Virginia SMART SCALE projects that are not currently in Visualize 2045.

Virginia House Bill 2, signed by the Virginia Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now known as SMART SCALE, and directed the Commonwealth Transportation Board (CTB) to develop and use a performance based scoring process for project selection. The purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including: improvements to safety, congestion reduction, accessibility, land use, economic development and the environment. The evaluation focuses on the degree to which a project addresses an identified problem or need relative to the requested funding for the project. Once projects are scored and prioritized, the CTB has the best information possible to select the right projects for funding.

As part of the SMART SCALE prioritization process, Virginia law requires that Northern Virginia localities, agencies and public transportation providers that wish to submit projects for Virginia SMART SCALE funding must show that the project is included in or is exempt from inclusion in each Virginia Metropolitan Planning Organization's (MPO) Constrained Long Range Plan (CLRP) or, if the project is not in an MPO's CLRP, it must have a MPO resolution of support.

There are several projects that Virginia TPB member jurisdictions wish to be considered for the SMART SCALE prioritization process, therefore the TPB, as the MPO representing Northern Virginia, is being asked to approve a resolution of support for those projects that are not in the TPB's current long-range plan, Visualize 2045. This resolution will not be an endorsement of a project, rather it will enable a project to be submitted for review. If the project does get awarded with SMART SCALE funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB's Technical

Solicitation Submission Guide. In addition, the first year of the awarded funding will be 2026, therefore there will be time for any project that gets funded to be included in Visualize 2045.

Enclosed is the list of Northern Virginia's projects submitted as pre-applications for the Commonwealth of Virginia 2020 SMART SCALE Project Prioritization Process. VDOT requests that the resolution of support be approved by the TPB Steering Committee at its June 5, 2020 meeting.

We appreciate your cooperation in this matter. Should you have additional questions, please contact Norman Whitaker at 703-259-2799 or via email at Norman.Whitaker@vdot.virginia.gov.

Sincerely,



Helen Cuervo, P.E.
District Administrator

Cc: Rene'e Hamilton, VDOT

NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA 2020 SMART SCALE PROJECT PRIORITIZATION PROCESS

SMART SCALE PROJECT PROPOSALS NOT CURRENTLY INCLUDED IN VISUALIZE 2045

*** Project listed in Visualize 2045 as a study*

Bus Transit Projects (2)

- Upper King Street Multimodal Reconstruction Alexandria City
- South Washington Bus Stop Expansion & Access to Transit Falls Church City

Rail Transit (1)

- Courthouse Metro Second Elevator Arlington County

Highway Projects (11)

- Route 1 at E. Glebe Road Intersection Improvements Alexandria City
- Arlington Blvd Safety Improvements - Glebe to Fillmore Arlington County
- Braddock Road at Old Lee Road Improvements Fairfax County
- Braddock Road Multimodal Improvements Phase I Fairfax County **
- Seven Corners Ring Road (Phase 1A Segment 1A) Fairfax County **
- Sterling Road Multi-modal Improvements Herndon Town
- Worldgate Drive Extension Herndon Town
- Route 7 Improvements, Phase 3:(Route 9 to Dulles Greenway) Loudoun County
- Route 28-Centreville Road Corridor Improvements Manassas Park City
- Route 123 and Old Bridge Rd Intersection Improvements Prince William County
- North Woodbridge Mobility Improvements Prince William County

Bicycle and Pedestrian Projects (5)

- Route 1 South Median Refuge Island Alexandria City
- Mount Vernon Trail North Enhancements Arlington County
- Arlington National Cemetery Wall Trail Arlington County
- Chain Bridge Road Sidewalk and Bus Stop Improvements Fairfax City
- Country Club Commons Connector Trail Fairfax City

TDM (1)

- Town of Vienna: Park-and-Ride (Patrick Henry Library) Vienna Town

FOR INFORMATION ONLY: SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED IN VISUALIZE 2045

Bus Transit Projects (2)

- Duke Street Transitway Alexandria City
- Landmark Mall Transit Center Alexandria City

Highway Projects (22)

- Route 1 (Fraley Boulevard) Widening Dumfries Town
- Richmond Highway Corridor Improvements Fairfax County
- Soapstone Road Extension/Dulles Toll Road Overpass Fairfax County
- Route 7 and Baron Cameron Avenue Interchange Fairfax County
- Davis Drive Extension and Dulles Toll Rd Rock Hill Overpass Fairfax County
- Frontier Drive Extension Fairfax County
- Fairfax County Parkway Widening (Route 123 to Nomes Court) Fairfax County
- Shirley Gate Road Extension Fairfax County
- Route 7 Widening (Route 123 to I-495) Fairfax County
- Route 7 Widening (I-495 to I-66) Fairfax County
- Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road Leesburg Town
- Sycolin Road-Loudoun Center Place to Crosstrail Boulevard Loudoun County
- Route 1 & 123 Interchange and Intersection Improvements Prince William County
- Wellington Road Widening: Devlin Road to Rt. 234 Bypass Prince William County
- Wellington Road Widening: University Blvd to Balls Ford Rd Prince William County
- Route 234 and Sudley Manor Dr Intersection Improvements Prince William County
- Route 15 Improvements with Railroad Overpass Prince William County
- University Blvd Extension - Devlin Rd to Wellington Rd Prince William County
- Van Buren Road Improvements: Route 234 to Cardinal Dr Prince William County
- Rte 1 Widening from Cardinal Dr/Neabsco Rd to Rte 234 Prince William County
- Rte 55 Widening and Catharpin Rd Intersection Improvements Prince William County
- Route 294 and Old Bridge Road Intersection Improvements Prince William County

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE FUNDING FOR THE OVERHEAD FREEWAY SIGN MAINTENANCE
PROGRAM, SIZE AND WEIGHT ENFORCEMENT PROGRAM, AND THE EAST CAPITOL ST.
BRIDGE OVER THE ANACOSTIA RIVER PROJECT, 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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of May 27, 2020, DDOT has requested an amendment to the FY 2021-2024 TIP to include an additional \$2.041 million in Highway Safety Improvement Program (HSIP) and matching funds in FY 2020 for the **Size and Weight Enforcement program (TIP ID 2633)**; an additional \$1.2 million in National Highway Performance Program (NHPP) and matching funds in FY 2020 for the **Overhead Freeway Sign Maintenance program (TIP ID 6610)**; and to add the **East Capitol St. Bridge over the Anacostia River project (TIP ID 5804)**, which was previously included in the FY 2019-2024 TIP, to the FY 2021-2024 TIP with \$3.255 million in NHPP and matching funds in FY 2020, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity analysis, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, funding for these projects are included in the Visualize 2045 financial analysis;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include an additional \$2.041 million in HSIP and matching funds in FY 2020 for the Size and Weight Enforcement program; an additional \$1.2 million NHPP and matching funds in FY 2020 for the Overhead Freeway Sign Maintenance program; and to add the East Capitol St. Bridge over the Anacostia River project with \$3.255 million in NHPP and matching funds in FY 2020, as described in the attached materials.

Adopted by the TPB Steering Committee at its virtual meeting on June 5, 2020.

Government of the District of Columbia

Department of Transportation



Planning and Sustainability Division

May 27, 2020

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

Dear Chairperson Russell,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for three projects as detailed below:

1. **Overhead Freeway Sign Maintenance (TIP ID# 6610)** - Increase NHPP funding in 2020 for construction by \$1,200,000.
2. **Size and Weight Enforcement Program (TIP ID# 2633)** - Increase HSIP funding in 2020 for construction by \$2,041,112.
3. **East Capitol St Bridge over Anacostia River (TIP ID# 5804)** – Reinstate project and increase NHPP funding in 2020 for construction by \$3,255,000.

The proposed amendments do not add additional capacity for motorized vehicles and do 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 these amendments at its June 5th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, 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,



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

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

As Adopted by the National Capital Region Transportation Planning Board on March 18, 2020
Proposed for amendment to be considered by the TPB Steering Committee on June 5, 2020

All amounts shown in \$1,000s

Agency: District Department of Transportation

Title: Size and Weight Enforcement Program

TIP ID:	2633	Description:	Projected Completion:
Agency ID:	CI029A, CI053A	This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.	
Facility:	Citywide		
From:			
To:			
		a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair	

Total Project Cost: \$5,349

SOURCE CODE	Federal/State/Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
HSIP	90/10/0		4,041 c						760
NHPP	83/17/0	180 c	185 c	185 c	190 c	190 c	195 c	760	
STBg.	83/17/0	183 a							

Proposed and Approved Amendments or Modifications

Amendment: Funding Increase	Approved on: 6/5/2020
Increase HSIP funding in 2020 for Construction by \$2,041,000.	

Title: East Capitol St Bridge over Anacostia River

TIP ID:	5804	Description:	Projected Completion:
Agency ID:	MRR04A	Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units. Br. # 233.	
Facility:	Anacostia Freeway Bridge over Anacostia Riv		
From:			
To:			

Total Project Cost: \$21,920

SOURCE CODE	Federal/State/Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
NHPP	80/20/0	350 a	3,255 c						
		16,800 c							

Proposed and Approved Amendments or Modifications

Amendment: Funding Increase	Approved on: 6/5/2020
Increase NHPP funding in 2020 for Construction by \$3,255,000.	

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

As Adopted by the National Capital Region Transportation Planning Board on March 18, 2020
Proposed for amendment to be considered by the TPB Steering Committee on June 5, 2020

All amounts shown in \$1,000s

Title: Overhead Freeway Sign Maintenance

TIP ID:	6610	Description:	Projected Completion:
Agency ID:	CFPID170319	Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house.	
Facility:	Citywide		
From:			
To:			

Total Project Cost: \$4,800

SOURCE CODE	Federal/ State/ Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
NHPP	83/17/0	1,200 c	1,800 c	600 c	600 c	600 c	600 c	2,400	2,400

Proposed and Approved Amendments or Modifications

Amendment: Funding Increase	Requested on: 6/5/2020
Increase NHPP funding in 2020 for Construction by \$1,200,000.	

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

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE FAIRVIEW AVENUE BRIDGE OVER CARROL CREEK PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT), ON BEHALF OF THE CITY OF FREDERICK

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 March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, in the attached letter of May 27, 2020, the City of Frederick has requested an amendment to the FY 2021-2024 TIP to add the **Fairview Avenue Bridge over Carroll Creek project (TIP ID 6728)** to the FY 2021-2024 TIP with a total of \$2.225 million programmed in FY 2021-20213; \$1.78 million in Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds and \$445,000 in state funds for planning/preliminary engineering and construction, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 to add the Fairview Avenue Bridge over Carroll Creek project to the FY 2021-2024 TIP with a total of \$2.225 million programmed in FY 2021-20213; \$1.78 million in HBRRP funds and \$445,000 in state funds for planning/preliminary engineering and construction, as described in the attached materials.

Adopted by the TPB Steering Committee at its virtual meeting on June 5, 2020.



FREDERICK

DEPARTMENT OF PUBLIC WORKS

June 5, 2020

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

Dear Chairman Russell:

The City of Frederick Department of Public Works requests one new amendment to the Frederick County portion of the National Capital Region Transportation Planning Board's (TPB) FY 2021-2024 Transportation Improvement Program (TIP) for one project, the Fairview Avenue Bridge (FF12001) Replacement.

This project will include the design and construction of a new Fairview Avenue Bridge, which is structurally deficient. Included will be a wider deck to allow for more robust bicycle and pedestrian facilities.

The City will provide 20% of project cost while the State of Maryland will administer the remaining 80% from its formula allocation of the Federal Highway Administration's Highway Bridge Replacement & Rehabilitation program. The project is estimated to cost \$2,225,000 overall, with the follow expected expenditures per fiscal year:

2020	2021	2022	2023	2024
\$0	\$335,000	\$1,027,500	\$862,500	\$0

This new project will not add vehicular capacity to the roadway, and so it will not impact the air quality conformity analysis.

The City of Frederick requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its June 5, 2020 meeting.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Mr. Etinosa Odia at (301) 600-1175 or via email at eodia@cityoffrederickmd.gov. Of course, please feel free to contact me directly.

Sincerely,

Zack Kershner

Zack Kershner, PE
Director of Public Works

Attachments

cc: Mr. Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments

Ms. Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments

Mr. Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments

Ms. Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

As Adopted by the National Capital Region Transportation Planning Board on March 18, 2020
Proposed for amendment to be considered by the TPB Steering Committee on June 5, 2020

All amounts shown in \$1,000s

Agency: City of Frederick

Title: Fairview Avenue Bridge over Carroll Creek

TIP ID:	6728	Description:	Projected Completion:	2023
Agency ID:		The design and construction of a new Fairview Avenue Bridge to replace the existing, structurally deficient bridge. The new bridge will include a wider deck to allow for more robust bicycle and pedestrian facilities.		
Facility:	Fairview Avenue Bridge over			
From:	Carroll Creek			
To:				

Total Project Cost: \$2,225

SOURCE CODE	Federal/State/Local.	Total Funds Prior to FY 2020	Prev. Annual Element FY 2020	ANNUAL ELEMENT				TOTAL BY SOURCE FY 21-24	4-YEAR PROGRAM TOTAL
				FY 2021	FY 2022	FY 2023	FY 2024		
HBRRP	100/0/0		268 a	132 a	690 c		1,780	2,225	
				690 c					
State	0/100/0		67 a	206 a	173 a		445		

Proposed and Approved Amendments or Modifications

Amendment: Amendment: 21-03: Amend New Project to FY 2021-2024 TIP	Requested on: 6/5/2020
Amend this project into the FY 2021-2024 TIP with \$1.78 million in Highway Bridge Rehabilitation and Replacement Approved (HBRRP) funds and \$445,000 in state funding between FY 2021 and FY 2023.	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 11, 2020

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



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE
Washington, DC 20590
202-493-7020

May 27, 2020

The Honorable Kelly Russell, Chairperson
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department 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 2020 Amendment to Visualize 2045 Long-Range Transportation Plan and the FY 2021-2024 Transportation Improvement Program

Dear Chairman Russell:

The 1990 Amendments to the Clean Air Act (CAA) 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 CAA establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas to provide for timely implementation of eligible portions of air quality plans.

In an e-mail to FHWA's District of Columbia Division on May 5, 2020, EPA indicated the conformity determination met the requirements of the CAA. EPA's review considered the 1997 8-hour ozone national ambient air quality standard (NAAQS), 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS conformity determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region as adopted by the National Capital Region Transportation Planning Board (TPB). Materials were submitted to the Environmental Protection Agency (EPA) by the Federal Highway Administration (FHWA) on April 24, 2020. EPA's evaluation is provided in the technical documentation that supports the conformity finding of the Metropolitan Washington Region.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determination submittal with the EPA and are jointly making this air quality conformity determination.

FTA and FHWA find the planning process to be continuing, cooperative, and comprehensive transportation planning 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 49 USC Section 5303.

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 conformity determination should be directed to Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 493-7031 or Mr. Daniel Koenig, Community Planner of the FTA Region 3 Office, at (202) 366-8224.

Sincerely,

Terry Garcia Crews
Regional Administrator
Federal Transit Administration

Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

Enclosure:
EPA Technical Support Documentation

cc: Kwame Arhin, FHWA, MD
Ivan Rucker, FHWA, VA
Ed Sundra, FHWA, VA

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

DATE:

SUBJECT: Technical Support Document for the Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), 2008 8-Hour Ozone NAAQS, and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region

FROM: Gregory A. Becoat
Planning & Implementation Branch (3AD30)

TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone National Ambient Air Quality Standard (NAAQS), 2008 8-Hour Ozone NAAQS, and the 2015 8-Hour Ozone NAAQS Conformity Determinations for the Visualize 2045 Long Range Transportation Plan (LRTP) and the Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for the Metropolitan Washington Region

THRU: Susan I. Spielberger, Chief
Planning & Implementation Branch (3AD30)

I. Background

The purpose of this document is to review the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS Conformity Determinations of the FY 2021-2024 TIP and Visualize 2045 LRTP 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 April 24, 2020, EPA Region III received the Metropolitan Washington Region FY 2021-2024 TIP and Visualize 2045 LRTP conformity determinations from the District of Columbia Division of the United States Federal Highway Administration (FHWA).

The amendments to the FY 2021-2024 TIP and Visualize 2045 LRTP were completed in order to demonstrate that mobile source emissions for each analysis year of the long-range plan, adhere to

all nitrogen oxides (NO_x) and volatile organic compounds (VOCs) emissions budgets. The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b) and (c), and 93.118.

Transportation conformity is required under section 176(c) of the CAA to ensure that federally supported highway and transit projects, and other activities are consistent with (conform to) the purpose of the state implementation plan (SIP). The CAA requires federal actions in nonattainment and maintenance areas to “conform to” the goals of the 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 emission budgets (MVEBs) contained in a SIP.

For the 1997 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA as a moderate nonattainment area (April 30, 2004, 69 FR 23858). On February 7, 2013, EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in the 2007 SIP, and the TPB was subsequently required to use those budgets to meet conformity requirements. These budgets were used to assess conformity of the Washington region’s transportation plans from 2013 through 2017.

For the 2008 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA as a marginal nonattainment area on May 21, 2012 (77 FR 30088) with an effective date of July 20, 2012. For the 2015 8-hour ozone NAAQS, EPA designated the Washington, DC-MD-VA Area as a marginal nonattainment area on June 4, 2018 (83 FR 25776) with an effective date of August 3, 2018. The Washington Area currently has MVEBs for the 2008 8-hour ozone NAAQS. On August 8, 2018, EPA found that the 2014, 2025, and 2030 MVEBs for the ozone precursors NO_x and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS nonattainment area are adequate for conformity purposes. As a result of EPA’s finding, the Metropolitan Washington Region must use the NO_x and VOC MVEBs from the submitted maintenance plan in future conformity determinations. The maintenance plan includes two sets of NO_x and VOC MVEBs, shown in Table 1 and Table 2 below. The MVEBs shown in Table 1 will be the applicable motor vehicle emissions budgets for this transportation conformity determination. 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 TPB’s interagency consultation procedures.

Table 1: Tier 1 Mobile Budgets for the Metropolitan Washington Region.¹

Year	NOx On-Road Emissions tons per day (tpd)	VOC On-Road Emissions (tpd)
Attainment Year 2014 Emissions & Budget	136.8	61.3
Intermediate Year 2025 Emission & Budget	40.7	33.2
Final Year 2030 Emission & Budget	27.4	24.1

Table 2: Tier 2 Mobile Budgets for the Metropolitan Washington Region.¹

Year	NOx On-Road Emissions (tpd)	VOC On-Road Emissions (tpd)
Attainment Year 2014 Emissions & Budget	136.8	61.3
Predicted 2025 Emission	40.7	33.2
Transportation Buffer	8.1	6.6
Intermediate Year 2025 Budget	48.8	39.8
Predicted 2030 Emission	27.4	24.1
Transportation Buffer	5.5	4.8
Final Year 2030 Budget	32.9	28.9

On December 17, 2004, EPA designated the Washington, DC-MD-VA Area as a nonattainment area for the 1997 annual particulate matter (PM_{2.5}) NAAQS. On January 12, 2009 (74 FR 1146), EPA determined that the entire Washington Area had attained the 1997 annual PM_{2.5} 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_x and PM_{2.5}. The MVEBs for 2017 are 41,709 tons/year of NO_x and 1,787 tons/year of PM_{2.5}. The MVEBs for 2025 are 27,400 tons/year of NO_x and 1,350 tons/year of PM_{2.5}. On August 24, 2016 (81 FR 58010), EPA published a final rulemaking notice revoking the 1997 annual PM_{2.5} NAAQS for transportation conformity purposes, effective October 24, 2016. As of October 24, 2016, the TPB no longer needs to demonstrate conformity to the 1997 annual PM_{2.5} NAAQS.

¹ The MVEBS with transportation buffers 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.

Currently, the Washington, DC-MD-VA Area is attaining the carbon monoxide (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); consequently, after March 2016, the TPB no longer needs to demonstrate conformity to the CO NAAQS.

II. Review of the MOVES2014b Modeling Completed for the Air Quality Conformity Determinations

To run the MOVES2014b model, a run specification (hereafter referred to as “RunSpec”) must be created so that appropriate parameters are selected for the modeling run. The RunSpecs were reviewed against the following EPA guidance document: “MOVES2014 and 2014a Technical Guidance: Using MOVES to Prepare Emissions Inventories for State Implementation Plans and Transportation Conformity” (EPA’s MOVES2014 guidance). 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.

TPB submitted emissions analyses for the years 2019, 2021, 2025, 2030, 2040, and 2045. MOVES2014b was utilized to produce emissions for each of the years and NAAQS analyzed. Table 1 presents the parameters that were reviewed for the RunSpec and each parameter’s respective component in the submittal. The RunSpec parameters only differ in the selection of the county for each NAAQS; therefore, Table 3 presents the selections made for all counties for the Ozone NAAQS and PM_{2.5} NAAQS. The RunSpec for the years 2019, 2021, 2025, 2030, 2040, and 2045 were reviewed and found to have followed applicable EPA guidance provided in EPA’s MOVES2014 guidance.

Table 3. RunSpec Reviews for the Ozone NAAQS for Years 2019, 2021, 2025, 2030, 2040, and 2045 for the Metropolitan Washington Region.

Domain/Scale	County scale was selected. This is acceptable for the regional emissions analyses.
Calculation Type	Inventory was selected which is acceptable for a regional emissions analysis.
Time Aggregation Level	Hour was selected. Selection of hourly time aggregation level is necessary for regional emissions analyses.
Calendar Year of Evaluation	The appropriate calendar year was selected for each RunSpec. MOVES2014b can model years 1990 and 1999-2050.
Month of Evaluation	July was selected to represent a typical summer month.
Type of Day of Evaluation	Weekdays were selected.
Hours of Evaluation	Starting and ending hours create a whole day (from 0-24 hours).
Geographic Bounds	The appropriate county was selected for each run.

Vehicles/Equipment: On-Road Vehicle Equipment	Appropriate combinations of fuels and source use types were made.
Road Type	Selection included all necessary road types.
Pollutants and Processes	NO _x , non-methane hydrocarbons, total gaseous hydrocarbons, and VOCs were selected.
On-Road Retrofits	N/A
Rate of Progress (ROP)	N/A
Output Database/Unit Selection	Mass units selected to be grams; energy units selected to be million British Thermal Units (BTU); distance units selected to be miles.
Output Emission Detail in Emission Rate Calculations	Emission detail was selected via user preference which is acceptable because user preference does not affect the modeling outcome.
Advanced Performance Features	N/A

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 the 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 TPB MPO satisfies the requirements for conformity determinations.

Table 4. EPA’s Evaluation of the Conformity Determination of the Plan Submitted by the District of Columbia Division Office of the Federal Highway Administration on Behalf of TPB to EPA on April 24, 2020.			
CRITERIA APPLICABLE TO PLAN AND/OR TIP			
SECTION OF 40 CFR PART 93	CRITERIA	Y/N	COMMENTS
93.106(a)(1)	Are the horizon years correct?	Y	The years chosen for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and 2015 8-hour ozone NAAQS conformity analyses are appropriate horizon years based on 40 CFR 93.118 (Criteria and procedures: Motor vehicle emissions budget).
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 Cooperative Forecasts Round 9.1a.
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 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>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p>(a & b) The latest planning assumptions have been utilized. The latest planning assumptions include the Cooperative Forecasts Round 9.1a, which includes forecasts for population and employment data. The latest travel time changes were used in the travel demand model version 2.3.78.</p> <p>(c) Charges made by each transit provider as well as updated charges were used for future analyses and are located in Appendix B of the conformity document.</p> <p>(d) Reasonable assumptions are discussed in Appendix B of the conformity determination document</p> <p>(e) All of 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.</p>
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	(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?	Y	(f) Supporting documents are provided in the conformity determination document. This document was available for interagency consultation and public consultation.
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used MOVES2014b, which is the latest emissions model.
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>Interagency Consultation: 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>Public Consultation: The TPB has provided opportunities for public comment on the Conformity Determination. On January 31, 2020, the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. On March 18, 2020, the TPB responded to comments received during the public comment period and approved the air quality conformity analysis of the Visualize 2045 plan and FY 2021-2024 TIP.</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.

			Documentation regarding the timely implementation of each project was included as Attachment G of the Conformity Analysis document.												
93.118	For areas with SIP Budgets: Does the Transportation Plan and/or TIP meet the required emission reduction test?	Y	<p>On August 8, 2018, EPA declared adequate the mobile emissions budgets for the years 2014, 2025, and 2030 MVEBs for the ozone precursors NO_x and VOCs contained in the maintenance plan for the Washington, DC–MD–VA 2008 8-hour ozone NAAQS. Therefore, these mobile budgets are the applicable budgets to be used in the conformity determinations for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS and are in tons/day (tpd).</p> <table border="0"> <tr> <td><u>2014 Budgets:</u> 61.3 tpd (VOC) 136.8 tpd (NO_x)</td> <td><u>2019 Analysis:</u> 42.9 tpd (VOC) 76.0 tpd (NO_x)</td> </tr> <tr> <td><u>2014 Budgets:</u> 61.3 tpd (VOC) 136.8 tpd (NO_x)</td> <td><u>2021 Analysis:</u> 38.4 tpd (VOC) 61.2 tpd (NO_x)</td> </tr> <tr> <td><u>2025 Budgets:</u> 39.8 tpd (VOC) 48.8 tpd (NO_x)</td> <td><u>2025 Analysis:</u> 34.2 tpd (VOC) 42.5 tpd (NO_x)</td> </tr> <tr> <td><u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO_x)</td> <td><u>2030 Analysis:</u> 24.2 tpd (VOC) 27.8 tpd (NO_x)</td> </tr> <tr> <td><u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO_x)</td> <td><u>2040 Analysis:</u> 18.2 tpd (VOC) 19.1 tpd (NO_x)</td> </tr> <tr> <td><u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO_x)</td> <td><u>2045 Analysis:</u> 18.3 tpd (VOC) 19.4 tpd (NO_x)</td> </tr> </table> <p>The transportation plan and TIP meet the emission reduction test because the MVEBs for the analysis years 2019, 2021, 2025, 2030, 2040, and 2045 are lower than the applicable SIP approved MVEBs.</p>	<u>2014 Budgets:</u> 61.3 tpd (VOC) 136.8 tpd (NO _x)	<u>2019 Analysis:</u> 42.9 tpd (VOC) 76.0 tpd (NO _x)	<u>2014 Budgets:</u> 61.3 tpd (VOC) 136.8 tpd (NO _x)	<u>2021 Analysis:</u> 38.4 tpd (VOC) 61.2 tpd (NO _x)	<u>2025 Budgets:</u> 39.8 tpd (VOC) 48.8 tpd (NO _x)	<u>2025 Analysis:</u> 34.2 tpd (VOC) 42.5 tpd (NO _x)	<u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO _x)	<u>2030 Analysis:</u> 24.2 tpd (VOC) 27.8 tpd (NO _x)	<u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO _x)	<u>2040 Analysis:</u> 18.2 tpd (VOC) 19.1 tpd (NO _x)	<u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO _x)	<u>2045 Analysis:</u> 18.3 tpd (VOC) 19.4 tpd (NO _x)
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<u>2030 Budgets:</u> 28.9 tpd (VOC) 32.9 tpd (NO _x)	<u>2045 Analysis:</u> 18.3 tpd (VOC) 19.4 tpd (NO _x)														

IV. CONCLUSION

Pursuant to FHWA’s April 24, 2020 request, EPA has reviewed the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS conformity determinations for the FY 2021-2024 TIP and Visualize 2045 LRTP prepared by the Metropolitan Washington Council of

Governments, National Capital Region TPB for the Washington DC-MD-VA Area. EPA has determined that the conformity determinations for the 1997 8-hour ozone NAAQS, 2008 8-hour ozone NAAQS, and the 2015 8-hour ozone NAAQS for the Washington DC-MD-VA Area meet the requirements of the CAA and the applicable regulations promulgated at 40 CFR part 93 as long as FHWA determines that the TIP and plan demonstrate fiscal constraint.



National Capital Region
Transportation Planning Board

May 29, 2020

The Honorable Matthew J. Kelly
Chairman, Policy Committee
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, VA 22401

Subject: Documentation of Responsibilities for Federal Transportation Performance-Based Planning and Programming

Dear Chairman Kelly:

This Letter of Agreement ("**LOA**") between the National Capital Region Transportation Planning Board ("**TPB**") and the Fredericksburg Area Metropolitan Planning Organization ("**FAMPO**") sets forth the agreement between the parties to implement the metropolitan transportation planning provisions of the federal Performance-Based Planning and Programming ("**PBPP**") process.

First legislated in 2012 in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and, subsequently expanded in the Fixing America's Surface Transportation (FAST) Act of December 2015, the PBPP process calls for the State departments of transportation ("States"), Metropolitan Planning Organizations ("MPOs"); and Providers of Public Transportation to transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds, as part of the cooperative, comprehensive and continuing ("**3C**") performance-based multimodal transportation planning and programming process for the metropolitan planning area.

MPOs and States and Providers of Public Transportation must link investment priorities to the achievement of performance targets in:

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (National Highway System Congestion, Freight, Congestion Management and Air Quality (CMAQ) Program) Program)
4. Transit Asset Management
5. Transit Safety

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly published the final Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning regulations (23 CFR Parts 450, 771 and 49 CFR Part 613; "**Planning Rule**"). This final rule updated the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, long-range statewide transportation plans and programs, and the congestion management process, as well as revisions related to the use of and reliance on planning products developed during the planning process for project development and the environmental review process. The update makes the regulations consistent with current statutory planning requirements, including the new mandate for a Performance-Based Planning and Programming process.

Regulation 23.CFR §450.314(a) requires that MPO(s), the State(s) and Providers of Public Transportation

“shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO(s), the State(s), and the providers of public transportation”.

Pursuant to the above federal metropolitan planning regulations the TPB and FAMPO are each required to have a separate federal planning agreement with the Commonwealth of Virginia related to conducting metropolitan planning activities. TPB and FAMPO currently complies and will continue to comply with this requirement.

Additionally, pursuant to 23 U.S.C. § 150, federal regulations including 23 CFR § 490 pertaining to performance based planning and programming, and specifically 23.CFR.Subpart G §703, notes that performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program shall be established for an urbanized area. The Washington D.C.-VA-MD urbanized area is served by two MPOs; the TPB which serves the majority portion of this urbanized area and FAMPO serving the remaining portion in northern Stafford County.

Federal regulations (23 CFR §450.314(h)), notes that when more than one MPO serves an urbanized area, and MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation,

“shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region”.

As such and pursuant with the above TPB and FAMPO agree to perform tasks related to traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program for the Washington DC-MD-VA urbanized area, as outlined in **Article 1**. All other PBPP tasks shall be accomplished, consistent with all applicable federal regulations, individually by each MPO for its respective metropolitan planning area.

The communication outlined in these provisions between the TPB and FAMPO will generally be through monthly communication, or as needed, between the head officer of each MPO, or their designee.

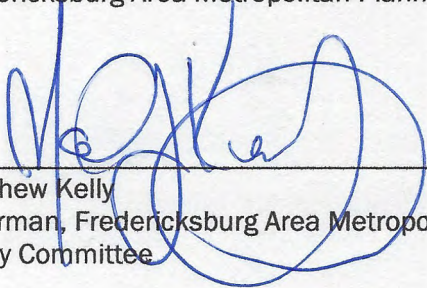
IN WITNESS WHEREOF, the parties hereto have caused this LOA to be executed by their proper and duly authorized officers, on the day and year first written above.

National Capital Region Transportation Planning Board



BY: _____
Kanti Srikanth
Director, National Capital Region Transportation Planning Board
Deputy Executive Director Metropolitan Washington Council of Governments
Administrative Agent for the TPB

Fredericksburg Area Metropolitan Planning Organization



BY: _____
Matthew Kelly
Chairman, Fredericksburg Area Metropolitan Planning Organization
Policy Committee

Article 1

Performance Based Planning and Programming Responsibilities for System Performance (National Highway System Congestion, Freight, CMAQ Program)

The final System Performance (National Highway System Congestion, Freight, Congestion Management and Air Quality (CMAQ) Program) rule was published in the Federal Register on January 18, 2017, and became effective May 20, 2017¹, with the exception of the greenhouse gas performance measure, which became effective on September 28, 2017, and was subsequently repealed on July 2, 2018. Federal regulations require State DOTs to establish and report on two-year and four-year targets related to highway system performance on a biennial cycle. The initial set of highway system performance targets for National Highway System (NHS) congestion, Freight, and the CMAQ Program for the period 2018 to 2021 must be set by May 20, 2018. Thereafter, the State DOTs will report on their targets and performance by October 1 of even-numbered years (i.e., 2020, 2022, 2024, etc.). MPOs are required to either adopt and support the DOTs' statewide targets or set its own targets specific to the metropolitan planning area or for the Washington, DC-MD-VA urbanized area.

1) Transportation performance data

- a. TPB will provide FAMPO with any data developed or supplemental data utilized in the urbanized area measures performance process by the TPB, and will provide subsets of metropolitan planning area or urbanized area performance data as available.
- c. FAMPO will provide TPB with any data developed or supplemental data utilized in the urbanized area measures performance process by FAMPO, and will provide subsets of metropolitan planning area or urbanized area performance data as available.

2) Selection of performance targets

- a. The TPB and FAMPO will cooperatively develop draft urbanized area performance targets in coordination with the State DOTs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.
- b. The TPB and FAMPO boards will be presented with the set of draft targets for consideration, and adopt the final targets at a subsequent meeting.

3) Reporting of performance targets

- a. The urbanized area targets approved by each MPO will be reported to the other MPO. For each target, each MPO will provide the following information
 1. A determination of whether the MPO is 1) agreeing to plan and program projects that contribute toward the accomplishment of the State DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the urbanized area.
 2. When any quantifiable target is set for the urbanized area, each MPO will provide any supplemental data used in determining any such target to the other MPO.

¹ <https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf>

3. Documentation of the MPO's target or support of the statewide target will be provided in the form of a resolution or meeting minutes.

4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region

- a. As part of the long-range plan, each MPO prepares a System Performance Report on the planning area's transportation performance. Each MPO will be given an opportunity to provide comments on the other's report before the report is finalized.
- b/. The TPB prepares a MPO CMAQ Performance Plan on a biennial basis, as required by the regulations, starting in 2018. FAMPO will be given an opportunity to provide comments on the Plan before the Plan is finalized.

5) Programming and projects

- a. Each MPO will provide to the other MPO the following:
 1. A comprehensive list of projects affecting urbanized area performance planned for their metropolitan planning area as part of their input to the metropolitan TIP.
 2. The annual obligation listing of funds expended on projects affecting urbanized area performance in the past year that includes funds expended in the metropolitan planning area by December 30 of each year.
 3. Any published or publicly available narrative report or analysis that reviews system performance relevant to urbanized area performance.



National Capital Region
Transportation Planning Board

June 3, 2020

Nate Evans
Active Transportation Planner
Office of Planning & Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Bikeways Grant Application – Prince George’s Countywide Sheltered Bike Racks Project

Dear Mr. Evans,

As Staff Director of the Transportation Planning Board (TPB) and Deputy Executive Director, Metropolitan Washington Council of Governments (MWCOCG), I write in support of the Prince George’s County Department of Public Works and Transportation’s (“DPW&T”) application to the Maryland Bikeways Program for the Prince George’s County Sheltered Bike Racks Project (the “Project”).

This Project is the first step to providing bicyclists of all ages and abilities safe and accessible bike parking throughout Prince George’s County (the “County”). The Project is a minor retrofit that will include the purchase and installation of bike racks, bike rack shelters, heavy duty tire pumps, fix-it stations, signage, benches, solar lighting and hand-sanitizer at 10 locations throughout the County.

This Project showcases the County’s continued commitment of advancing safe and accessible bicycle infrastructure projects that give its residents the ability to diversify the modes of transportation at their disposal. This Project not only benefits County residents, but also tourists, visitors and commuters traveling throughout the County by providing the opportunity to easily access safe and convenient bicycle parking, as well as, perform minor bicycle maintenance on demand.

The project proposed for this grant responds to the regional transportation goals adopted by the TPB and identified in the Washington region’s long-range transportation plan, Visualize 2045. The TPB has long supported the provision of a broad range of public and private transportation choices for our region which maximize accessibility and affordability to everyone and minimize reliance upon single occupancy automobiles. It enhances bicycle access to transit and to the National Capital Trail.

Your full and fair consideration of the Prince George’s County Department of Public Works and Transportation, under the established rules and guidelines, is greatly appreciated. Thank you in advance for your consideration.

Sincerely,

Kanti Srikanth
Deputy Executive Director for Metropolitan Planning, COG
Director of the Department of Transportation Planning, TPB



May 27, 2020

Samer Hamdar, Ph.D.
Associate Professor
Department of Civil and Environmental Engineering
School of Engineering & Applied Science
George Washington University
801 22nd Street, NW; Washington, DC 20052

Subject: Letter of Support

Dear Dr. Hamdar and the Study Research Team:

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. Several policy boards operate at COG, including the COG Board of Directors, COG's governing body and is responsible for its overall policies. COG serves as the administrative and fiscal agent for the National Capital Region Transportation Planning Board (TPB), which serves as the federally designated Metropolitan Planning Organization (MPO) for the metropolitan Washington region, and the Metropolitan Washington Air Quality Committee (MWAQC). While the TPB is staffed by COG's Department of Transportation Planning (DTP), MWAQC is staffed by COG's Department of Environmental Programs.

It is my understanding that Dr. Hamdar, of George Washington University (GW), is proposing to establish a Tier-1 University Transportation Center (UTC), entitled "Automated and Connected Transportation for Equitable Services in the 21st Century: ACTES-21." Based on my understanding of the proposal, I note that both COG/TPB and the proposed UTC would share some common areas of interest: Improving transportation in the region; planning for emerging transportation technologies, such as connected and/or autonomous vehicles (CAVs); equity and environmental justice for all segments of the population, including persons with disabilities and older adults.

Consequently, I am writing in support of this proposal to establish ACTES-21 at GW and to indicate that COG staff is willing to support the preliminary tasks proposed, as noted below, and will strive to provide access to existing data sets and modeling/forecasting tools, such as the COG regional travel demand forecasting model,¹ to support this effort. Should GW's proposal to establish ACTES-21 as a Tier 1 UTC be accepted, COG staff will work with the UTC to investigate how best COG's expertise and resources can assist the UTC in the other proposed tasks.

I understand one of the goals of the UTC is to understand the impact of CAVs on persons with disabilities and older adults, with the intent of reaching a more equitable transportation system in the Nation's Capital. To this end, I understand that one of the tasks of the ACTES-21 UTC is to be able to model the effects of increased adoption of CAVs on the travel demand patterns of vulnerable populations. To support this effort, COG plans

¹ COG's current, production-use regional travel demand forecasting model is an aggregate, trip-based, "four-step" model. COG is currently working with a consultant to develop a next-generation, activity-based model (ABM), expected to be ready for use in about 2.5 years.

Dr. Samer Hamdar
May 27, 2020

1. To provide a copy of the current, production-use, regional travel demand forecasting model (Gen2/Ver. 2.3.78 Model) and associated inputs (zonal land use and transportation networks).
2. To assist in identifying demand locations/trip generators for added data collection.
3. To participate in three stakeholders' meetings to exchange information and provide feedback on the needs of populations with disabilities and the methods to incorporate such needs in COG's data collection and modeling efforts. Answering such needs is in line with COG's mission.

I would like to note that the location of COG and GW in Washington, D.C, the central core of the National Capital region, will serve the UTC particularly well. GW's central location provides for regular interaction with different District of Columbia communities and stakeholders and also easy reach to the surrounding jurisdictions in Maryland and Virginia. Such interaction may take the form of educational and research activities including visits and presentations.

I look forward to having COG participate, within our existing resource constraints, in the project and be part of the ACTES-21 UTC.

Sincerely,



Mr. Kanti Srikanth
Deputy Executive Director for Metropolitan Planning, COG
Director of the Department of Transportation Planning, TPB



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 11, 2020

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Commuter Connections Program Director
SUBJECT: Enhancements to Commuter Connections Services
DATE: June 11, 2020

The regional travel demand management program, Commuter Connections (funded by the state Departments of Transportation), in consultation with its participating public agencies, has planned a few new activities and able to advance the implementation of a few of its previously planned enhancements in response to the changing mobility landscape in the region during the current coronavirus pandemic. This memo briefly describes these enhanced services and tools.

GETTING READY TO COMMUTE

The actions taken by the governments and employers in the region has significantly changed the pre-COVID-19 employment and commute arrangements for many commuters in the region. The stay at home order, drastic cut backs in transit service and capacity on transit vehicles, suspension and/or reluctance to use shared travel modes (motorized and non-motorized), among other actions, has changed the need to commute, the mode of commute used and the timing of the commute. As the region begins a gradual and phased re-entry into workspaces and business activities, even as efforts to address the health emergency remain underway, commuters will need to reassess their commutes considering changes in their own preferences or changes in the commute services available.

Commuter Connections is working to launch a new information clearinghouse on its website for the re-entry/reopening phases from the coronavirus pandemic while we all adapt to new ways of commuting and accessing essential transportation and to provide support during the transition back to the workplace. The Commuter Connections coronavirus pandemic commute clearinghouse will provide the following information and is anticipated to be launched in the next month or so:

Public Transportation – Overview of the various public transportation services in the National Capital region (local buses, commuter rail and Metro services) and links to the return to service plans of these various public transportation operators. Tips and recommendations will be provided to commuters on using public transportation during the transition period.

Bicycling and Bikesharing – Safety tips and precautions to take while bicycling or using a bikeshare service will be included.

Carpools/Vanpools – Commuting by carpool or vanpool will be included as well as safety measures and tips on how to carpool and vanpool during the transition period. A new employer-based matching capability from the Commuter Connections ridematching system will also be featured. The Commuter Connections CarpoolNow mobile app will also be promoted and has a new feature which

shows park and ride lots with significant carpooling activity as well as afternoon carpool pick-up points (see additional information under the Commute Tool section below). Safety precautions will be outlined on how to properly use these services.

Telework and Flexwork – These strategies will also be emphasized and messaging will encourage commuters that have been working from home to continue to do so, but if they need to go to the office to consider using flextime, staggered work hours, or compressed work week schedules.

Walking- Safety recommendations and precautionary tips on walking to and from work will be provided.

Drive Alone – Tips and recommendations on Eco-driving will be provided in order to curtail the recent increases in motorists speeding due to lower congestion levels.

Guaranteed Ride Home – The Guaranteed Ride Home will also be featured as a safety net in the event a commuter using an alternative mode experiences an unexpected emergency or unscheduled overtime.

COMMUTE TOOL

Commuter Connections had previously launched (about 2 years ago) a smart phone app called CarpoolNow which provides the user carpooling services on-demand, connecting drivers offering a ride with passengers seeking a ride. The CarpoolNow app makes carpooling convenient for both passengers and drivers going the same way and displays routes, estimated pick-up times, and confirms pick-up and drop-off locations. Drivers using the CarpoolNow app can also sign up to receive an incentive payment (maximum of \$10 per ride and \$600 per year) for picking up a passenger using the mobile application so long as a portion of the trip occurs in the Washington DC Metropolitan Region.

With the well-established carpool and vanpool travel patterns disrupted at present for some period as the region gradually return to a new normal way of business, the CarpoolNow app which also for ad-hoc or on-demand carpool formation has been enhanced by adding a locations feature. Based on the real-time location of the users, CarpoolNow will suggest popular carpool pickup points throughout the Washington, DC region. The suggested locations could be traditional Park & Ride locations identified in the map with a “P” icon, or “P+” icon indicating a formal Park & Ride lot that is also a hotspot for casual carpooling/vanpooling OR “+” icon indicating a location that any locations known as a hotspot for carpool pickup and drop-off.

TELECOMMUTE DATA COLLECTION

In response to socially distance and stay at home to help reduce the rate of spread of COVID-19, many employers have adopted work from home arrangements for their employees. Commuter Connections has been promoting and aiding employers and employees interested in teleworking since 1995 through a few different programs. Commuter Connections conducts several surveys, at periodic intervals, to assess its many services. Recognizing the significant increase in teleworking during the current coronavirus pandemic, Commuter Connections will be adding a few questions to

its surveys to specifically gauge the use of teleworking during the current pandemic as well as plans/interests by employers and employees to continue teleworking on a limited or extended frequency under post COVID-19 conditions.

The surveys shown below will be asking a few additional questions about telework during and plans for teleworking post COVID-19 pandemic. This information will be of interest and assistance to employers, transit agencies and transportation departments in planning for potential changes in travel patterns and demand.

Employer Telework Survey – This is a survey of about 2,000 plus employers in the region who registered with Commuter Connection’s and have active alternative commute programs or services at their work sites. This survey was launched in the final week of May 2020 and will remain open till mid to late June of this fiscal year. Highlights from the data collected will be available in July 2020.

Applicant Placement Rate Survey – This is a survey of the commuters who contacted Commuter Connections for assistance or information about commute options in the region during the 1st quarter of the year (July – September). On average Commuter Connections receives about 30,000 inquiries about commuting each year. This survey is planned for late fall of 2020. Additional questions will be asked on the survey regarding travel behavior changes related to COVID-19 including the use of Telework and flexible work schedules.

Retention Rate Survey – This is a survey of those commuters who were previously registered with Commuter Connections and did not renew their free membership. The purpose of the survey is to estimate the share of past service users who made shifts to alternative modes and who continued to use alternative modes years after receiving the services. This survey is planned for late fall 2020. Additional questions will be asked on the survey regarding travel behavior changes related to COVID-19 including the use of Telework and flexible work schedules.

State of the Commute (SOC) Survey – The SOC survey is conducted every three years and documents regional trends in commuting patterns, such as commute mode shares (including telework), distance traveled, and prevalent attitudes about transportation services. The survey examines how commute alternative programs and marketing efforts might influence travel behavior and explores commuters’ opinions about and interest in current transportation initiatives. The resulting data is used to estimate the impacts of several Commuter Connections program services. This is a large regionally significant and regionally representative random sample survey of workers in the region and aims to get approximately 7,000 completed survey responses and is conducted every three years. The next survey is scheduled for early part of 2022. This survey will ask about commute changes (any mode of commute, not just telework) during and post COVID-19 pandemic.



ANNOUNCEMENT

TRANSPORTATION PLANNING BOARD REGIONAL CURBSIDE MANAGEMENT ONLINE FORUM

Monday, June 22, 2020
1:00 P.M. – 4:15 P.M.

Registration Information:

Registration is free of charge, but advanced registration is required. Please visit our [website](#) to register no later than Thursday, June 18.

WHAT: This will be the first ever TPB event focused specifically on the topic of curbside management.

WHO: All are welcome, especially TPB member agency and committee personnel involved in or with an interest in the topic.

AGENDA: Up until the recent past, curbside management was focused to a large degree on parking (vehicle storage) issues. These issues typically were handled on the municipal level, with limited impact to neighboring municipalities. In recent years, technological, cultural, and demographic trends have transformed the curbside into a dynamic space. Many stakeholders and constituencies, each with compelling ideas about how to manage and use the curbside, are competing for limited space. Furthermore, these issues are crossing municipal boundaries, increasing the importance of regional coordination.

This webinar will include a brief introduction to curbside management and lively discussions on the curbside management issues around goods delivery, measuring mobility effectiveness at the curb, and accessibility design consideration at the curb. Public- and private-sector practitioners and experts will share their experience and knowledge and engage participants in discussions on these topics.



Reasonable accommodations are provided upon request, including alternative formats of meeting materials. Visit www.mwcof.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).



ANNOUNCEMENT

TRANSPORTATION PLANNING BOARD CONNECTED AND AUTONOMOUS VEHICLES (CAV) WEBINAR SERIES

WEBINAR #2: STATE DEPARTMENT OF TRANSPORTATION ACTIVITIES AND PERSPECTIVES

Thursday, June 25, 2020
1:00 P.M. - 2:30 P.M.

Registration Information:

Registration is free of charge, but advanced registration is required.
Please visit our [website](#) to register by June 24.

WHAT: This will be the second in a series of webinars on Connected and Autonomous Vehicles' impacts on the Transportation Planning Board's and member agencies' activities.

WHO: All are welcome, especially TPB member agency and committee personnel involved in or with an interest in the topic.

AGENDA: In the National Capital Region, the District, Maryland, and Virginia departments of transportation are actively planning for Connected and Autonomous Vehicles and other emerging transportation technologies. Agency representatives will present their activities and perspectives.

MORE TO COME: TPB is planning a series of CAV webinars this summer and fall. Stay tuned for announcements on future webinars.



Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwco.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).