National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Meeting of the TPB
Bus On Shoulders (BOS)
Task Force
October 17, 2012

A TPB task force meeting will be held in the COG Board Room from 10:00 am to 11:45 am on Wednesday, October 17, immediately prior to the monthly TPB meeting, to discuss the feasibility of expanded Bus On Shoulders (BOS) operation in the region. TPB staff and representatives of the Virginia Department of Transportation (VDOT), Maryland State Highway Administration (SHA) and the Washington Metropolitan Area Transportation Authority (WMATA) will present on the following topics:

(1) Summary of current and previous BOS experience in the region and elsewhere and potential issues in regard to its feasibility in this region – TPB Staff

(2) Briefing on the I-66 BOS Pilot Program Evaluation – VDOT

(3) Maryland's Experience with BOS – MDOT/SHA

(4) Transit Operator's Perspective on BOS – WMATA

(5) Roundtable Discussion / Q&A

All TPB members, alternates, technical staff and interested members of the public are cordially invited to attend and participate in this work session.

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MEETING NOTICE

Date: October 17, 2012
Time: 12 noon
Place: COG Board Room

Meeting of the TPB Bus on Shoulder Task Force: From 10:00 to 11:45 am, the task force will meet in the **COG Board Room.** The agenda will include a summary of current and previous bus on shoulder experience in the region and elsewhere and potential issues in regard to its feasibility in this region.

AGENDA
(BEGINS PROMPTLY AT NOON)

12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman Turner

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.

12:20 2. **Approval of Minutes of September 19 Meeting**
.....Chairman Turner

12:25 3. **Report of Technical Committee**
..... Mr. Rawlings
Chair, Technical Committee

12:30 4. **Report of the Citizen Advisory Committee**
.....Ms. Slater
Chair, Citizens Advisory Committee

12:40 5. **Report of Steering Committee**
.....Mr. Kirby
Director, Department of
Transportation Planning (DTP)

12:45 6. **Chair's Remarks**
.....Chairman Turner

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcog.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcog.org

ACTION ITEMS

12:50 7. **Approval of Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP**

.....Mr. Austin, DTP

At the September 19 meeting, the Board was briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2013 CLRP and the FY 2013-2018 TIP. The Board will be asked to approve the final document for distribution to state, regional, and local agencies.

Action: Approve the final call for projects document for the 2013 CLRP and FY 2013-2018 TIP for distribution to state, regional, and local agencies.

12:55 8. **Approval of Scope of Work for an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

..... Ms. Posey, DTP

On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. The analysis must be completed before July 20, 2013. At the September 19 meeting, the Board was briefed on the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP. On September 13 the scope of work was released for a 30-day public comment period that will end on October 13.

Action: Approve the scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018.

INFORMATION ITEMS

1:00 9. **Briefing on the COG Report: "Charged Up: Making Metropolitan Washington Electric Vehicle Ready"**

..... Ms. Rohlfs, DEP

This report was prepared for the Climate, Energy, and Environmental Policy Committee at COG. The Board will be briefed on the report, which provides a framework for establishing a regional readiness plan for the deployment of electric vehicles in the Washington region.

1:15 10. **Briefing on the Implementation of Capital Bikeshare**

.....Mr. Sebastian
District of Columbia Department of Transportation

The Board will be briefed on the current operation of Capital Bikeshare in the District of Columbia and Arlington, and on plans for its expansion in the region.

1:35 11. **Update on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign**

..... Mr. Dunckel
Pedestrian Safety Coordinator
Montgomery County, Maryland
Chair, TPB Bicycle and Pedestrian Subcommittee

The Board will be briefed on the evaluation of the Fall 2011 and Spring 2012 campaigns, and on the status of the funding and planning for the Fall 2012 and Spring 2013 campaigns.

1:50 12. **Update on TPB Bus on Shoulder Task Force Meeting**

.....Ms. Krimm and Mr. Zimmerman
Co-Chairs of TPB Bus on Shoulder Task Force

At the September 19, 2012 meeting, the Board established the Bus on Shoulder Task Force. The Board will be updated on the first meeting of the task force which was help prior to today's TPB meeting.

1:55 13. **Other Business**

2:00 14. **Adjourn**

2 hours
Lunch will be available for Board members and alternates at 11:30 am

Item #2

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

MINUTES OF THE TRANSPORTATION PLANNING BOARD

September 19, 2012

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Robert Brown, Loudoun County
Reuben Collins, Charles County
Kerry Donley, City of Alexandria
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Cathy Hudgins, Fairfax County Board of Supervisors
Sandra Jackson, FHWA
John Jenkins, Prince William County
Emmett V. Jordan, City of Greenbelt
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
Kanti Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Victor Weissberg, Prince George's County DPW&T
Robert Werth, Private Providers Task Force
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Andrew Meese
Nicholas Ramfos
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Rich Roisman
Andrew Austin
Eric Randall
Deborah Kerson Bilek
Ben Hampton
Karin Foster
Debbie Leigh
Deborah Etheridge
Jonathan Rogers

David Robertson	COG/EO
Nicole Hange	COG/EO
Steve Kania	COG/OPA
Paul DesJardin	COG/DCPS
Sophie Mintier	COG/DCPS
Joan Rohlfs	COG/DEP
Bill Orleans	HACK
Randy Carroll	MDE
Judi Gold	Councilmember Bowser's Office
Nick Alexandrow	PRTC
Alexis Verzosa	City of Fairfax
Patrick Durany	PWC
Pierre Holloman	City of Alexandria
Tina Slater	CAC Chair
Christine Green	Greater Washington Region Safe Routes to School Network
Katrina Tucker	Tri-County Alt. to TPB
Frank Principi	Prince William County
Jameshia Peterson	DDOT

1. Public Comment on TPB Procedures and Activities

There were no public comments before the TPB.

2. Approval of Minutes of July 18 Meeting

Ms. Krimm moved that the minutes from the July 18 TPB meeting be approved.

Ms. Smyth seconded the motion, which passed unanimously.

3. Report of the Technical Committee

Mr. Rawlings said that the Technical Committee met on Friday, September 7, and reviewed six items on the TBB agenda, which included receiving a briefing on the following items: the Metropolitan Washington Council of Governments Report, "Economy Forward – COG's Call to Action for a More Competitive Metropolitan Washington;" the proposed membership and work plan for a Bus on Shoulder Task Force; the process and schedule for revising the designation of the COG Regional Activity Centers; the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP; the recent analysis of safety margins recommended for the mobile emissions budgets for 2017 and 2025 in the PM 2.5 Maintenance Plan, and the draft call for projects document for the 2013 CLRP and FY2013-2018 TIP. He added that three information items were presented for discussion, including: a briefing on the COG report, "Charged Up: Making Metropolitan Washington Electric Vehicle Ready;" a briefing on the results of a travel monitoring study documenting the baseline travel conditions of vehicles and people at specific BRAC and other major federal employment consolidations throughout the region; and a briefing on the work scope for the TPB transportation Community Systems Preservation (TCSP) grant, which was recently awarded to the TPB to develop recommendations for bicycle and pedestrian access improvements using complete streets methods at up to 25 rail stations around the region.

4. Report of the Citizens Advisory Committee

Ms. Slater took a moment to remember long-term CAC member, Harold Foster, who passed away on September 4 due to complications from hip surgery. As a tribute to Mr. Foster, she read a letter that the CAC sent to his family. The letter expressed the CAC's deep sadness at Mr. Foster's sudden passing, and provided some warm examples and fond memories of his participation in the committee. In particular, the letter mentioned Mr. Foster's ability to provide a rich history and overall context regarding nearly any transportation issue, which he drew from his professional experience as a planner for Prince George's County, and as a long-time resident of the District.

Chair Turner thanked Ms. Slater, and commented that Mr. Foster was a solid citizen of the District as well as a long-term worker in Prince George's County. He mentioned that many members of the TPB had opportunities to work with Mr. Foster, and asked the TPB to pause in a moment of silence.

The TPB held a moment of silence in remembrance of Mr. Foster.

Ms. Slater continued with her report of the CAC's activities, stating that the Committee met on September 13, and heard from COG Executive Director Dave Robertson, who provided a briefing on the COG Report, "Economy Forward: COG's Call to Action for a More Competitive Metropolitan Washington. She said the CAC responded to the report by expressing their gratification that the Regional Transportation Priorities Plan was featured prominently. She added that members were especially supportive of the emphasis on promoting regional activity centers, and that other comments included that the report should address the region's universities and the way that telecommuting could support economic development. She mentioned that the CAC received a briefing on an initial version of the Transportation Planning Information Hub, which will be an online clearinghouse that will serve as a one-stop-shop for visitors to learn about transportation planning and regionally significant projects, and added that the CAC's comments on this initial version of the website are included in the CAC report, which was distributed. She summarized the CAC activities for the remainder of the year, which include providing input on the public involvement strategies on the performance measures of the transportation priorities plan, receiving a briefing on the Safe Routes to School program, and providing input to the creative process in the early stages of the next Street Smart Campaign. She closed by stating that the CAC is also interested in learning how TPB intends to administer the process for selecting projects under the new MAP-21 Transportation Alternatives Program, and that the CAC looks forward to learning about the key milestones related to the Complete Streets Policy that were to be completed within 100 days of the Policy's adoption.

Mr. Erenrich said that there are substantial Safe Routes to School programs in local jurisdictions, and asked why the CAC would be hearing a briefing from a national organization, rather than from TPB member jurisdictions.

Ms. Slater responded that one of the staff members from the national campaign has attended multiple CAC meetings, and that the CAC was hoping to highlight the Safe Routes to School program along with the TPB Complete Streets initiative.

Mr. Erenrich suggested that the CAC consider inviting local agencies that have Safe Routes to Schools representatives to learn how TPB jurisdictions are implementing these programs.

Ms. Slater agreed with Mr. Erenrich, and said that the CAC may be able to combine hearing from local jurisdictional representatives from the Safe Routes to Schools program with the briefing from the national campaign. She thanked Mr. Erenrich for the suggestion.

Chair Turner thanked Ms. Slater, and asked her to express the TPB's remorse over Mr. Foster's passing to the members of the CAC.

4. Report of the Steering Committee

Mr. Kirby said that the Steering Committee met on September 7, where it reviewed the TPB agenda and approved four resolutions that were included in the mailout. He summarized these

resolutions, which included amending the FY2013-2018 TIP to include funding for the Maryland 5/Maryland 373 Brandywine Road Interchange, and the Star-Spangled Banner Byway signage projects; amending the TIP to include funding for the Virginia Statewide Vehicle Fuel Conversion program; adding the TPB-approved JARC projects, and the Federal Transportation, Community, and System Preservation (TCSP) grant award, which will be used to analyze opportunities for improving access to rail stations in the region, to the TIP. He also announced that the next TPB Community Leadership Institute (CLI) has been scheduled for November 29 and December 1, and that staff is conducting recruitment for applicants. He encouraged members of the TPB to submit nominations for participants to Deborah Bilek at dbilek@mwcog.org. A brochure on the CLI was circulated.

Chair Turner mentioned that he is a graduate of the CLI, and asked that staff provide members of the TPB with electronic information about the event, in addition to the hard copies of the brochures that were provided.

6. Chair's Remarks

Chair Turner reminded members of the TPB that Saturday, September 22 is Car Free Day, and encouraged all members to make a pledge online to be Car-Free or Car-Lite.

Mr. Kirby requested a moment to summarize the letters packet that was distributed. He said that the packet included a memorandum reporting that the TPB Commuter Connections Program is planning to submit a $410,000 application to the Federal Transit Administration Paul S. Sarbanes Transit and Parks Program. He summarized the remaining items in the packet, which included a letter from the General Manager of WMATA committing to provide $150,000 toward this year's Street Smart Campaign; and a letter from MDOT and VDOT announcing outreach meetings on the development of their new six-year programs.

Chair Turner asked for clarification on the role of the jurisdictions if the Paul S. Sarbanes Transit and Parks Program grant is awarded to the TPB.

Mr. Kirby replied that the award would be for a regional program, and that funds would be used to develop a regional web-based information system for everyone in the region to obtain information on how to conveniently get to national parks, and how to operate and move within them.

Chair Turner commented on the MDOT and VDOT public outreach of their six-year plans, and suggested avenues where the TPB could help engage the public, including providing information through the TPB Information Hub website, and featuring the information in a TPB Weekly Report.

Mr. Kirby acknowledged Chair Turner's recommendation.

INFORMATION ITEM

7. Briefing on the Metropolitan Washington Council of Governments (COG) Report: "Economy Forward- COG's Call to Action for a More Competitive Metropolitan Washington"

Chair Turner introduced Mr. Principi, Chair of the COG Board of Directors, and Mr. Robertson, COG Executive Director. He mentioned that he had the opportunity to appear before the COG Board twice in the past year to discuss transportation issues and the Economy Forward program, and thanked Mr. Principi for those invitations, and for returning the favor to speak before the TPB.

Mr. Principi reciprocated Chair Turner's sentiment, and introduced COG's Economy Forward report. He said that the region's economy may be approaching a fiscal cliff, requiring urgent action by elected leadership. He summarized some of the challenges that the region will face, and said that the COG Board of Directors has decided to make regional economic growth and competitiveness a priority for 2012 and 2013. He introduced the COG Report, "Economy Forward – COG's Call to Action for a More Competitive Metropolitan Government," as a five-point plan, and emphasized that the TPB's Regional Transportation Priorities Plan is an integral part of this effort. He discussed the importance of collaboration between the TPB, the COG Board of Directors, the COG Emergency Preparedness Council, and the Metropolitan Washington Air Quality Committee.

Ms. Hange, of COG staff, provided a brief overview of the feedback from the report's findings, which include developing the region's private sector and addressing barriers to the region's economic growth by investing in the region's transportation system, including identifying revenue sources to implement transportation investment, as well as greater federal/regional coordination. She discussed recommended actions, which include identifying and building upon Activity Centers, conducting industry and labor market analysis and establishing a regional approach to data collection, and regional branding.

Chair Turner pointed out pages 25 and 26 of the corresponding mailout document, which address the importance of transportation to this effort.

Ms. Hudgins thanked Mr. Principi for his comments, and emphasized the importance of WMATA. She said that it would be useful to embrace the Economy Forward findings as WMATA works to complete its strategic plan for the year. She said that she would look forward to carrying this conversation forward with stakeholders.

Mr. Principi agreed with Ms. Hudgins, and said he looked forward to working with the TPB and other stakeholders to ensure dedicated funding for maintenance of Metrorail.

Ms. Tregoning thanked Mr. Principi and endorsed the report and the call to action outlined in Economy Forward. She added that it is likely that jurisdictions will bear the primary responsibility to find funding that will create the transportation future of the region, and

expressed hope that the TPB can turn its attention to this funding issue more deliberately in the future.

Mr. Principi agreed with Ms. Tregoning, and added that addressing the funding challenge is a fundamental responsibility of the region's elected leadership.

Chair Turner commented that the TPB and the COG Board of Directors are in a unique position to serve as a vehicle for providing information to jurisdictions about options and alternatives.

Mr. Principi thanked Chair Turner for addressing the COG Board of Directors in July.

Chair Turner said that the TPB would continue to move forward on its timeline for the Regional Priorities Plan process. He thanked Mr. Principi.

Chair Turner then introduced Mr. Kannan, a new TPB member who is also the new Managing Director of Planning for WMATA, and welcomed him to the TPB. Mr. Kannan thanked Chair Turner for the introduction.

ACTION ITEM

8. Approval of a TPB Bus on Shoulder Task Force

Mr. Randall presented a proposed structure and work plan for a task force to study the feasibility of bus-on-shoulder operations in the Washington region, referring to a memorandum provided to the Board prior to the meeting. He said that the two proposed co-chairs of the committee were Ms. Krimm from Frederick County and Mr. Zimmerman from Arlington County. He said that all three state departments of transportation would be invited to participate on the task force, as would the transit operating agencies in the region and any other local agencies that were interested.

Mr. Randall explained that the bus-on-shoulder concept had been applied across the country and in a few locations in the region, and that the task force's first proposed task was to summarize those experiences and to identify the stakeholders that need to work together to implement such a system. He also said that the first proposed task included identifying the factors that would need to be considered -- including operational, design, safety, legislative/policy, and funding issues -- before bus-on-shoulder provisions could be implemented.

The task force's second proposed task, according to Mr. Randall, was to identify potential corridors where bus-on-shoulder operations make sense in the short-term. The third proposed task was to identify the likely benefits and costs of bus-on-shoulder implementation overall, and to identify those projects that would be the most feasible and sensible to implement.

Mr. Randall said that the first meeting of the task force was proposed to take place prior to the TPB's next scheduled meeting on October 17, and that two more would follow in January and

April, with the goal of completing the study by April 2013. He said that several TPB committees have already received or are scheduled to receive briefings on the proposed task force, including the Technical Committee, the Management, Operations, and Intelligent Transportation Systems (MOITS) Subcommittee, and the Regional Bus Subcommittee.

Chair Turner opened the floor to questions.

Ms. Krimm thanked staff for assembling the proposed task force and work plan, and she moved to approve the creation of the proposed task force. Mr. Smith seconded the motion.

Mr. Zimmerman also thanked the staff for taking up the issue of bus-on-shoulder operations as a way to move people more effectively using infrastructure that's already in place. He asked that the first proposed task in the work plan be amended to include a review of international experience with bus-on-shoulder operations, in addition to the national and regional experiences already mentioned. He also reiterated that anyone who's interested in participating on the task force should be invited to do so.

Mr. Erenrich recommended that the states and agencies responsible for resurfacing and restriping highways that could be used for bus-on-shoulder operations keep in mind the potential for future interest in using the shoulders of those roadways. He said he didn't want the region to fail to anticipate future needs while waiting for the final task force report to be released.

Mr. Wojahn said he thought there could be a number of potential accessibility issues for people with disabilities when it comes to allowing buses to use shoulders. He asked that staff include the Access For All (AFA) advisory committee to the list of committees to be briefed on the study.

The Board voted unanimously to create the task force and to approve the work plan as proposed.

INFORMATION ITEMS

9. Briefing on the Process for Revising the Designation of the COG Regional Activity Centers

Ms. Mintier briefed the Board on the Council of Governments' new method for designating activity centers in the region. She said that, under the old method, activity centers were identified as places that were major employment centers, or were expected to be in the future. The new method identifies activity centers as places that have been identified by local jurisdictions as priority growth areas and have a population or employment density above the median for the jurisdiction in which the center is located. She said that intersection density, presence of high-capacity transit now or planned for the future, a mix of land uses, and combined housing and transportation costs that did not exceed 45 percent of median income were also criteria used to identify activity centers. She stressed that the designation process involved extensive collaboration with local planning department staff in each of the jurisdictions.

Ms. Mintier said that the new process has led to the designation of 136 activity centers in the

region, and that many more of the newly-designated activity centers are mixed-use in nature, are smaller, and have access to transit. She said that the activity centers will continue to be used for modeling and forecasting purposes, but that they'll also be used to monitor the region's progress toward achieving the goals of Region Forward and to prioritize locations for investments under the planned Activity Center Strategic Investment Plan and the TPB's Regional Transportation Priorities Plan.

Ms. Mintier also shared with the Board the schedule of planned meetings with county and city councils around the region to explain the new activity centers and to answer any questions that local officials might have. She also said that COG staff will work with local planning staff to develop the technical boundaries of each center, and that the final list and map of centers will be presented to the COG Board for approval in November.

Chair Turner opened the floor to questions.

Ms. Backmon sought to clarify whether COG staff would be visiting and making a presentation to Prince William County on October 2. Ms. Mintier confirmed that that was the case and apologized for omitting that meeting from the schedule accidentally.

Ms. Backmon also asked whether the TPB would be asked to approve the new activity centers, or whether the approval of the local jurisdictions would be sought. Ms. Mintier said that neither the TPB nor local jurisdictions would be asked to approve the new activity centers.

Mr. Zimbabwe asked about the process for developing the technical boundaries for the new activity centers, stressing the need for technical boundary definitions to be consistent across jurisdictions. Ms. Mintier said that COG staff are working with the local planning staff to develop a set of technical boundaries, which will include TAZs, census tracts, and census block groups.

Chair Turner expressed his gratitude for Bowie being included on the new list of activity centers and said that the Bowie City Council will probably send a letter with their comments into COG as part of the process for providing final approval of the new activity centers. He also urged Board members to schedule a briefing for the local councils by the COG staff, if they had not done so already.

Ms. Smyth asked why Vienna was not included on the list of activity centers in Virginia. Ms. Mintier said she would find out why and get back to Ms. Smyth.

Mr. Zimmerman thanked the COG staff for their work on the new activity centers and said he thought the improvements to the method and the final list and map are substantial and will serve as a valuable planning tool for the region in the long run.

10. Briefing on an Additional Air Quality Conformity Analysis to Respond to the EPA Redesignation of the Washington Region Under the 2008 Ozone National Ambient Air

Quality Standards (NAAQS)

Ms. Posey presented the Board with a proposed scope of work to run an additional air quality conformity analysis on the 2012 Constrained Long-Range Plan (CLRP) for the year 2015. She said the new analysis is required by the Environmental Protection Agency since the region was redesignated as a marginal non-attainment area under the new, more stringent National Ambient Air Quality Standards (NAAQS) for ozone released in 2008. She said that all of the inputs into the new conformity analysis will be the same as they were for the original analysis of the 2012 CLRP: the Round 8.1 Cooperative Forecasts of population and employment growth; the Version 2.3 Travel Demand Model; the 2011 vehicle registration data; and the Mobile 6.2 emissions model.

Ms. Posey explained to the Board that a 30-day public comment period on the scope of work began last week, and that the TPB will be asked to approve the scope of work at its October meeting. In November, staff will present the results of the analysis to the TPB, which, following another 30-day public comment period, will be asked to approve the results of the analysis at its December meeting.

11. Briefing on Updated Safety Margins Recommended for the Mobile Emissions Budget for the 2012 PM2.5 Redesignation Request and Maintenance Plan

Referring to the mailout material and the handout copy of his presentation, Mr. Kirby said that in March the TPB approved a letter to the Metropolitan Washington Air Quality Committee (MWAQC) requesting "safety margins" of 20 and 30 percent in the mobile emissions budgets for 2017 and 2025, respectively, in the proposed PM 2.5 Maintenance Plan. He explained that the region is eligible for attainment status for fine particulates and EPA has encouraged the region to submit a request for redesignation to attainment status. As part of that process, the region would need to submit a maintenance plan showing how the attainment status will be maintained for two milestone years -- 2017 and 2025. For the transportation sector, mobile emissions budgets must be set for those two milestone years. Those budgets will be used to determine air quality conformity whenever the CLRP and TIP are updated.

Mr. Kirby said that fleet-turnover is a key factor in setting those emissions budgets. If the fleet does not turn over as quickly as currently projected, the region's ability to meet the budgets might be negatively affected. He said this concern has been driven by data from the TPB's triennial analysis of the Vehicle Identification Number files from the Departments of Motor Vehicles that showed an aging of the region's vehicle fleet. He said this phenomenon appears to be partly linked to the economic slowdown as well as to the fact that, according to national studies, cars are simply becoming more durable. Because of these concerns, the TPB requested that MWAQC build in safety margins to the budgets equivalent to 20 and 30 percent above these projected levels. In addition to allowing for flexibility relative to the anticipated fleet-turnover, these margins will allow for potential increases in emissions forecasts that may result from the

introduction of new emissions forecasting models.

Mr. Kirby said that although the TPB had initially requested a safety margin of 30 percent in the mobile emissions budgets and 2025, TPB analysis had since shown that a safety margin of 20 percent for 2025 would be adequate, and therefore the TPB's request was revised accordingly. Based upon the latest TPB request and discussions among an MWAQC task force, MWAQC has chosen to include safety margins of 20 percent for both 2017 and 2025.

Mr. Kirby called attention to provisions in the new federal transportation legislation, MAP-21. He said that under the new law, 25 percent of funding from the Congestion Mitigation/Air Quality (CMAQ) Program must be used for the reduction of particulates. Further, he noted that the law includes a new performance management approach that will affect air quality planning. Among other things, the law requires each MPO representing a nonattainment area or a maintenance area to develop a performance plan that includes baseline levels for traffic congestion and on-road mobile source emissions.

Referring to the requirement to establish targets for congestion, Mr. Kirby said a key question will be whether it will be acceptable to establish a target that has conditions worse than they are today.

In response to a request for clarification regarding the formulas for allocating CMAQ funds, Mr. Kirby said the system for allocating CMAQ funds would use formulas similar to those under the previous law. In response to a further question as to whether 50 percent of CMAQ funding would go to states and 50 percent to MPOs, Mr. Kirby said he thought the 50 percent MPO allocation was not for CMAQ funding but was for the new Transportation Alternatives Program.

Chair Turner thanked staff for their efforts over the last four or five months in working with MWAQC.

12. Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 Financially Constrained Long-Range Transportation Plan (CLRP) and the Fiscal Year 2013-2018 Transportation Improvement Program (TIP)

Referring to the mailout material, Mr. Austin described the draft Call for Projects document. He said the TPB would not be developing a new TIP this year, but will develop a new CLRP. He called attention to the regional policy framework and federal requirements. He said the schedule for the plan would begin with the release of the Call for Projects at the TPB's October meeting and would culminate in the plan's approval on July 17, 2013. He called attention to the sample forms for the CLRP, the TIP, and congestion management documentation. He said that although the TPB would not be developing a new TIP this year, the TIP form does include data points for the Complete Streets Policy that the TPB recently enacted.

13. Other Business

Mr. Kirby said that the briefing on making the region “electric-vehicle ready" was scheduled for the TPB’s October meeting.

Chairm Turner said that he wanted to provide Virginia and the District opportunities to make presentations on major projects or activities similar to the presentation on Montgomery County’s Bus Rapid Transit plan that was given earlier in the year. He said he would check with the TPB vice chairs to see if they had any suggestions for agenda topics.

Mr. Kirby said there was room on the agenda for the October 17 meeting for such a presentation.

Ms. Tregoning suggested a joint update on the Capital Bikeshare Program.

Chair Turner asked Mr. Kirby to look into getting that topic on the agenda for the October meeting.

14. Adjournment

The meeting was adjourned at 1:42 p.m.

Item 3

TPB Technical Committee Meeting Highlights

October 5, 2012

The Technical Committee met on October 5 at COG. Five items were reviewed for inclusion on the TPB agenda on October 17.

- TPB agenda Item 7

  The Committee was updated on the draft call for projects document and schedule for the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP. The TPB will be asked to approve the final call for projects document at its October 17 meeting.

- TPB agenda Item 8

  On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. The Committee was updated on the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was released of public comment on September 12. The TPB will be asked to approve the final scope of work at its October 17 meeting.

- TPB agenda Item10

  The Committee was briefed on the current operation of Capital Bikeshare in the District of Columbia and Arlington, and on plans for its expansion in the region.

- TPB agenda Item 11

  The Committee was briefed on the evaluation of the Fall 2011 and Spring 2012 Street Smart campaigns, and on the status of the funding and planning for the Fall 2012 and Spring 2013 Street Smart campaigns.

- TPB agenda Item 12

  At the September 19th meeting, the TPB established a task force to identify promising locations in the region to operate buses on the shoulders of highways. The Committee was briefed on local and national experience with the concept and potential issues influencing its application in this region.

Four items were presented for information and discussion:

- The Committee was briefed on the draft Congestion Management Process (CMP) Technical Report which serves as a detailed technical supporting document to the CMP component of the CLRP.

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

- The Committee was briefed on the Metrorail Station Access Alternatives Study which evaluates strategies for maximizing passenger access to Metrorail stations by comparing the costs and benefits of several possible scenarios of future access at representative case study stations.

- The Committee was briefed on an application submitted September 28 to the Federal Transit Administration (FTA) to implement a web-based transportation option to provide information for access to the National Parks in the Washington Region.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - October 5, 2012

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
	Anthony Foster
DCOP	-------

MARYLAND

Charles County	Jason Groth
Frederick Co.	Ron Burns
City of Frederick	Tim Davis
Gaithersburg	-------
Montgomery Co.	-------
Prince George's Co.	Daniel Dornan
Rockville	-------
M-NCPPC	
Montgomery Co.	Gary Erenrich
Prince George's Co.	Faramarz Mokhtari
MDOT	Lyn Erickson
	Vaughn Lewis
MTA	Rick Kiegel
Takoma Park	-------

VIRGINIA

Alexandria	Pierre Holloman
Arlington Co.	Dan Malouff
City of Fairfax	Alexis Verzosa
Fairfax Co.	Mike Lake
Falls Church	-------
Loudoun Co.	-------
Manassas	-------
Prince William Co.	Monica Backmon
NVTC	Claire Gron
PRTC	Nick Alexandrow
VRE	Christine Hoeffner
VDOT	Kanathur Srikanth
VDRPT	-------
NVPDC	-------
VDOA	-------

WMATA

WMATA	Mark Kellogg
	Danielk Wesolek
	Matthew Zych

FEDERAL/OTHER

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

COG Staff

Nicholas Ramfos, DTP
Mark Pfoutz, DTP
Robert Griffiths, DTP
Rich Roisman, DTP
Jane Posey, DTP
Andrew Meese, DTP
Ron Milone, DTP
Michael Farrell, DTP
Eric Randall, DTP
Feng Xie, DTP
William Bacon, DTP
Wenjing Pu, DTP
Dusan Vuksan, DTP

Other Attendees

Randy Carroll, MDE
Lucas Cruse, Toole Design Group
Chris Holben, DDOT
Brian Laverty, Parsons Brinckherhoff
Bill Orleans, HACK

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

October 11, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on October 5, 2012, the TPB Steering Committee approved the following resolution:

- SR6-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to amend the Congestion Management Area-wide Category to include additional funding for planning for operations studies, as requested by the Maryland Department of 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."

TPB SR6- 2013
October 5, 2012

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO AMEND THE CONGESTION MANAGEMENT AREA-WIDE CATEGORY TO INCLUDE ADDITIONAL FUNDING FOR PLANNING FOR OPERATIONS STUDIES, 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 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of September 27, 2012, MDOT has requested an amendment to the FY 2013-2018 TIP to amend the Congestion Management Area-wide Category to add $3.5 million in National Highway System (NHS) funding in FY 2013 for planning for operations studies, as described in the attached materials; and

WHEREAS, this projects 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 2013-2018 TIP to amend the Congestion Management Area-wide Category to add $3.5 million in NHS funding to FY 2013 for planning for operations studies, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 5, 2012.

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

September 27, 2012

The Honorable Todd M. Turner, 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 Turner:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is needed to enable SHA to conduct Planning for Operations studies in the Washington Region. MDOT is proposing to add $3.5 million in National Highway System funds to the Congestion Management Areawide Category for this effort.

TIP ID#	Project	Phase	Amount of New Funding
3085	Areawide Congestion Management	PP/PE/ROW	$3,500,000

The Planning for Operations studies will be an interdisciplinary (Traffic and Highway Engineering, and Operational Units) effort to address congestion by developing a series of improvement alternatives that can be implemented in a short time-frame. The alternatives may include geometric as well as incident management improvement options.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its October 5, 2012 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. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Thank You,

Michael W. Nixon

Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

RECEIVED
SEP 26 2012
OFFICE OF PLANNING & CAPITAL PROGRAMMING

TO: Mr. Don Halligan, Director
Office of Planning and Capital Programming

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief for L'Kiesha Markley
Regional and Intermodal Planning Division

DATE: September 25, 2012

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region - For Areawide Congestion Management TIP ID #3085

Attached is an amendment for the inclusion in the FY 2013 National Capital Region Transportation Improvement Programs (TIP). The amendment outlined is needed to reflect the addition of $3.5 million in National Highway System (NHS) funds to the congestion management areawide category. The funds will be used to conduct Planning for Operations studies in the Washington Region.

TIP ID#	Project	Phase	Amount of New Funding
3085	Areawide Congestion Management	PP/PE RW	$3,500,000

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact me or Vaughn Lewis, Regional Planner, State Highway Administration (SHA), at 410-545-5673 or via email at vlewis@sha.state.md.us.

Attachment
cc: Mr. Roy Gothie, Regional Planner, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. David L. Rodgers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA

	Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY17	FY 18	Source Total

MDOT/State Highway Administration

Other

System Preservation Projects

TIP ID: **3085** Agency ID: Title: **Congestion Management** Complete:

Facility:
From:
To:

CMAQ	100/0/0	920 a	483 a	410 a		4,947
		223 b	13 b	11 b		
		1,392 c	810 c	685 c		
NHS	80/20/0	659 a	461 a	214 a		6,419
		13 b	7 b	5 b		
		768 c	434 c	358 c		
		3,500 d				
STP	80/20/0	522 a	401 a	137 a		2,411
		7 b	4 b	3 b		
		826 c	281 c	230 c		
					Total Funds:	***13,777***

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.

Amendment - Modify Funding **Requested on:** 10/5/2012

Amended to reflect the addition of $3.5 million in National Highway System (NHS) funds in FY 2013 for Planning for Operations studies in the Washington Region.

ITEM 7 – Action
October 17, 2012

Approval of Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2013 CLRP and the FY 2013-2018 TIP

Staff Recommendation: Approve the final call for projects document for the 2013 CLRP and FY 2013-2018 TIP for distribution to state, regional, and local agencies.

Issues: None

Background: At the September 19 meeting, the Board was briefed on the draft call for projects document and schedule for the air quality conformity assessment for the 2013 CLRP and the FY 2013-2018 TIP.

National Capital Region
Transportation Planning Board

CALL FOR PROJECTS

For the Air Quality Conformity Analysis of the
2013 Update to the Financially Constrained
Long-Range Transportation Plan (CLRP)
and the FY 2013-2018 Transportation
Improvement Program (TIP)

DRAFT

October 17, 2012

Alternative formats of this publication can be made available for persons with disabilities. Phone: 202.962.3300 or 202-962.3213 (TDD) Email: accommodations@mwcog.org. For details: www.mwcog.org.

CONTENTS

INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Financially Constrained Long Range Transportation Plan or CLRP) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2013 to 2040. The plan identifies transportation projects, programs and strategies that can be implemented by 2040, within financial resources "reasonably expected to be available."

Purpose of this Document

This document is a broad solicitation for projects and programs to be included in the 2013 Plan and the FY 2013-2018 TIP. Individual counties, municipalities and state and federal agencies with the fiscal authority to fund transportation projects are invited to submit projects in response to the solicitation. The purpose of this document is to:

1. Describe the policy framework and priorities that should guide project selections;
2. Review federal regulations related to the Plan and TIP; and
3. Explain the project submission process for the Plan and the TIP.

OVERVIEW OF THE POLICY FRAMEWORK AND FEDERAL REQUIREMENTS

The Plan and TIP must address the policy framework, the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the Plan and TIP, summarized in Figure 1 on the next page. The eight policy goals in the TPB Vision can be found on page 14.

The Plan and TIP must meet federal requirements involving financial constraint, air quality conformity, public participation, Title VI and environmental justice, and other requirements including a Congestion Management Process (CMP). A financial plan must show how the updated long-range plan can be implemented with expected revenues. The plan and TIP need to demonstrate conformity with national air quality standards.

PLANNING REGULATIONS

The U.S Department of Transportation issued final regulations for Metropolitan Transportation Planning on February 14, 2007 based upon the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) legislation.

All plans adopted after July 1, 2007 must comply with these planning regulations. Requirements pertaining to the CLRP and TIP process include:

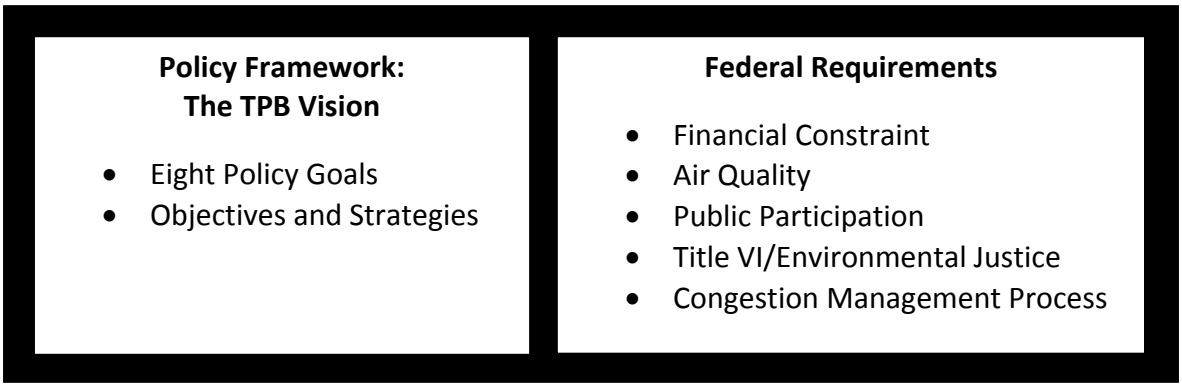
- The Plan and TIP must be updated every 4 years instead of 3 and 2 respectively. The 2010 CLRP was a major Plan update with a new financial plan.
- A Congestion Management Process (CMP) is required. The Congestion Management Process is a systematic set of actions to provide information on transportation system

performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods.

- Eight planning factors to consider during Plan and TIP development. The TPB Vision incorporates the eight planning factors; security is addressed implicitly. The factors are:
    - Safety;
    - Security; and
    - Consistency between transportation improvements and state and local planned growth and economic development patterns.
- During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included.

MAP-21, or Moving Ahead for Progress in the 21st Century is the successor to SAFETEA-LU and was signed into law on July 6, 2012. Federal planning regulations based on this law are under development and are expected to be released within the next year.

Figure 1: Key Criteria for Developing the Plan and TIP



RELATIONSHIP BETWEEN THE PLAN AND TIP

The TPB is responsible for preparing a program for implementing the plan using federal, state, and local funds. This document, known as the TIP, provides detailed information showing what projects are eligible for funding and implementation over a six-year period. Like the Plan, the TIP needs to address the TPB Vision and federal requirements. The TIP includes portions, or phases, of projects selected for implementation from the Plan. While the entire project is described in the Plan, in many instances only a portion of the project is included in the six-year TIP. The Plan is reviewed every year and the TIP is updated every two years. Under federal requirements the Plan and TIP must be updated at least every four years.

SCHEDULE FOR THE 2013 CLRP AND THE FY 2013-2018TIP

September 19, 2012*	TPB is briefed on Draft Call for Projects.
October 17, 2012*	TPB releases Final Call for Projects - transportation agencies begin submitting project information through on-line database.
December 14, 2012	**DEADLINE:** transportation agencies complete on-line submission of draft project Inputs.
January 4, 2013	Technical Committee reviews Draft CLRP project submissions and draft Scope of Work for the Air Quality Conformity Assessment.
January 10, 2013	CLRP project submissions and draft Scope of Work released for public comment.
January 16, 2013*	TPB is briefed on project submissions and draft Scope of Work.
February 9, 2013	Public comment period ends.
February 20, 2013*	TPB reviews public comments and is asked to approve project submissions and draft Scope of Work.
May 3, 2013	**DEADLINE:** transportation agencies finalize CLRP forms (including Congestion Management Documentation Forms where needed) and amendments to the FY 2013-2018 TIP. Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 20, 2013.
June 13, 2013	Draft CLRP, TIP amendments and Conformity Assessment released for public comment at Citizens Advisory Committee (CAC).
June 19, 2013*	TPB briefed on the draft CLRP, TIP amendments and Conformity Assessment.
July 13, 2013	Public comment period ends.
July 17, 2013*	TPB reviews public comments and responses to comments, and is presented the draft CLRP, TIP amendments and Conformity Assessment for adoption.

*TPB Meeting

SECTION 1: POLICY FRAMEWORK

THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted a Vision in October 1998 that is a comprehensive set of policy goals, objectives, and strategies. The TPB Vision incorporates the eight planning factors specified in current federal regulations; security is addressed implicitly. The eight planning factors are provided in Section 2.

The TPB Vision will be used to review and assess the strategies and projects under consideration for inclusion in the Plan and TIP. In developing proposed projects and strategies in the Plan or TIP, each agency must consider their contributions to meeting the eight planning factors. In this way, the TPB will be able to ensure and document that consideration of the required planning factors has taken place. Consideration of regional goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Especially important are projects and strategies that contribute to meeting the required emission reductions and achieving air quality conformity.

Vision Statement

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

The Vision Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will **give priority to management, performance, maintenance, and safety** of all modes and facilities.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and **protects the region's natural environmental quality, cultural and historic resources,** and communities.
6. The Washington metropolitan region will achieve better **inter-jurisdictional coordination of transportation and land use** planning.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

EVOLVING POLICY CONTEXT AND DIRECTION FOR THE 2013 PLAN

Over the past few years, the TPB, its member agencies, and the Metropolitan Washington Council of Governments (COG) have undertaken several activities to examine emerging policy priorities and opportunities. In the Call for Projects for the 2010 CLRP, the TPB requested that agencies begin to consider this expanded context when selecting projects.

COG's Climate Change Report and the Region Forward report both include policy goal recommendations for the transportation sector, including the following:

- Reduce mobile-source greenhouse gas emissions,
- Reduce Vehicle Miles Traveled (VMT) per capita,
- Increase the construction of bicycle and pedestrian facilities,
- Increase the share of walking, bicycle and transit trips, and
- Ensure that all Regional Activity Centers will have bus or rail transit accessibility.

It should be noted that these goals are consistent with language already found in the TPB's Vision goals, objectives, and strategies.

This evolving policy context and direction will be considered in the development of the 2013 CLRP, in addition to the specific goals of the Region Forward report as adopted by the COG Board, the COG Climate Report, VMT-reducing strategies of the TPB's Regional Mobility and Accessibility Study (RMAS), and the need to address the east-west divide.

At its July 20 2011 meeting, the TPB approved a scope of work and process to develop a regional transportation priorities plan for the National Capital Region. This 2-year process includes steps to reaffirm regional goals and determine challenges to achieving those goals; identify strategies to address challenges; and develop regional priority strategies, reliant on extensive public input, using a comprehensive benefit-cost approach. The purpose of the priorities plan is to identify 10 to 15 strategies that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals. The priorities will be above and beyond the project and programs in the CLRP.

Interim Report 1 was presented to the TPB on January 18, 2012 and identified a list of performance measures that would identify regional challenges and measure progress toward meeting those challenges. As outlined in a presentation of Interim Report 2 to the TPB on July 18, 2012, the next round of public outreach will take place in fall/winter 2012, and will test a refined set of regional goals, challenges, and strategies that incorporates feedback from earlier public outreach efforts. The strategies identified as a result of the priorities plan will be helpful in identifying projects for the 2014 CLRP that make the greatest contribution to advancing the goals that have been adopted by the region.

SECTION 2: FEDERAL REQUIREMENTS

AIR QUALITY CONFORMITY REQUIREMENTS

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards (PM2.5, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and TIP must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance.

BACKGROUND

Ozone Season Pollutants (VOC and NOx)

On May 21, 2012 the Environmental Protection Agency (EPA) designated the Washington, DC-MD-VA region as a marginal non-attainment area for the 2008 ozone national ambient air quality standards (NAAQS). Until the Metropolitan Washington Air Quality Committee (MWAQC) updates the region's ozone State Implementation Plans (SIPs) with new mobile budgets, the region must conform to the mobile budgets set for the old 1997 NAAQS. These mobile budgets are the 2008 Reasonable Further Progress (RFP) budgets found adequate by EPA on September 4, 2009. The RFP budget for Volatile Organic Compounds (VOC) is 70.8 tons/day, and for Nitrogen Oxides (NOx) is 159.8 tons/day.

Fine Particles (PM2.5) Pollutants

On December 17, 2004 the EPA designated the Washington, DC-MD-VA area as nonattainment for the 1997 PM2.5 NAAQS. PM2.5 standards refer to particulate matter less than or equal to 2.5 micrometers in diameter. To address the requirements associated with this designation, MWAQC adopted a SIP with mobile budgets on March 7, 2008 and submitted it to EPA. EPA never approved those budgets.

On January 12, 2009, EPA determined that the region had attained the 1997 PM2.5 NAAQS and issued a clean data determination for the area. In early 2012 Virginia, Maryland, and the District of Columbia withdrew the SIPs, including the mobile budgets. In the absence of approved mobile budgets, EPA allows for an assessment that shows emissions in forecast year scenarios are no greater than those in a 2002 base.

CURRENT STATUS

As part of the conformity assessment of the 2013 CLRP, projected emissions for the actions and projects will need to be estimated for the following forecast years: 2015, 2017, 2020, 2030, and 2040. If the analysis of mobile source emissions for any of these years shows an increase in pollutants above what is allowed, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions, as has

been done in the past. The TPB Technical Committee's Travel Management Subcommittee will develop a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2013 CLRP for the purpose of NOx, VOC, or PM2.5 emissions mitigation. Should emissions analysis for any forecast year indicate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.

FINANCIAL CONSTRAINT

UPDATING THE PLAN

The following financial requirements for the Plan are based upon the current federal planning regulations.

> The long-range Plan must include a financial plan that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the cost of implementing proposed transportation system improvements. The plan must compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation use, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.
>
> The estimated revenue by existing revenue source (Federal, State, local and private) available for transportation projects must be determined and any shortfalls shall be identified. Proposed new revenue and/or revenue sources to cover shortfalls must be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

The 2010 financial plan for the Plan and TIP was adopted by the TPB in November 2010. This financial analysis produced the same financial "big picture" as in the 2006 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at www.clrp.mwcog.org.

Agencies should review the timing, costs and funding for the actions and projects in the Plan, ensuring that they are consistent with the "already available and projected sources of revenues." Significant changes to the projects or actions in the current plan should be identified. New projects and strategies, specifically addressing regional air quality conformity needs also should be identified. If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available.

Other projects or actions above and beyond those for which funds are available or committed may be submitted to the Plan under illustrative status. A change in project status from

illustrative to full status would require a Plan amendment. Illustrative projects will not be assumed in the air quality conformity determination of the Plan.

DEVELOPING INPUTS FOR THE TIP

The following financial requirements for the TIP are based upon the current federal planning regulations.

> The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).
>
> In developing the TIP, the MPO, the States and the public transportation operators must cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP shall include a project or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.
>
> Only projects for which construction and operating funds can reasonably be expected to be available may be included under full status in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.
>
> In non-attainment areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

New projects included in the Air Quality Conformity Analysis should be amended into the FY 2013-2018 TIP if funding is expected to be programmed for any phase between fiscal years 2013 and 2018. For these new projects, agencies must ensure that the first two years in the TIP are "limited to those for which funds are available or committed."

TITLE VI AND ENVIRONMENTAL JUSTICE

The Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Federal Transit Administration (FTA) issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007. The Federal Highway Administration (FHWA) also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program".

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a Title VI Plan to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available at www.mwcog.org/titlevi.

The TPB addresses these requirements in several ways. First, to ensure on-going input from transportation disadvantaged population groups, the TPB has a proactive public involvement process as described in the TPB's Public Participation Plan. The TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. Second, each time the Plan is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, a TPB member, presents those comments to the TPB. Third, an analysis of travel characteristics and accessibility to jobs is conducted to ensure that disadvantaged groups are not disproportionately impacted by the long-range plan. The latest analysis and AFA report can be found on the CLRP website. Fourth, The TPB has a Language Assistance Plan (Language Assistance Plan: Accommodating Individuals with Limited English Proficiency in the Planning Process) and follows the COG accommodations policy for people with disabilities and LEP persons to ensure access to documents and meetings.

CONGESTION MANAGEMENT DOCUMENTATION

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. The CMP impacts many aspects of the CLRP, including problem identification, analysis of possible actions, project prioritization and selection, and post-implementation monitoring. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

In accordance with federal law and regulations, the regional CMP must look at a number of separate components of congestion. The CMP must identify the location, extent, and severity of congestion in the region. Within the TPB work program, the CMP considers information and trend analysis on overall regional transportation system conditions, and undertakes a number of associated travel monitoring and analysis activities. A data collection and analysis program compiles transportation systems usage information, incorporates that information in its travel forecasting computer models, and publishes the information in reports. TPB's periodic aerial surveys of the region's freeways show the most congested locations and associated planning or project activities occurring at that location. Since there are only very limited sources of information at the regional level for non-freeway arterials, agencies or jurisdictions should use their own data sources to characterize congestion on those facilities.

The following additional CMP components should be addressed through this Call for Projects as follows:

1. The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested in this Call for Projects is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.

2. For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity. This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway. A copy of the Congestion Management Documentation Form is included in this Call for Projects document for reference. Note that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

   Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

PLANNING FACTORS

The Final Rule specified eight planning factors to consider while developing the Plan and TIP, listed below, and emphasizes safety, security and consistency between transportation and economic development. The TPB vision incorporates all of the planning factors specified in the current federal regulations, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;

3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

PUBLIC PARTICIPATION

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment; and
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format, such as on the Web.

The TPB adopted a Public Participation Plan on December 19, 2007. The Plan can be found online at www.mwcog.org/clrp/public/plan.asp.

CONSULTATION

During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. Consultation may involve comparison of a map of transportation improvements to conservation plans or maps and natural or historic resources inventories. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/.

ENVIRONMENTAL MITIGATION DISCUSSION

The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. The TPB's efforts on this requirement are described on the CLRP website at www.mwcog.org/clrp/elements/environment/envmitigation.asp.

FREIGHT PLANNING

The ability to move freight and goods is a critical element of the Washington region's economy. All businesses and residences rely on freight. There is a strong emphasis on freight movement considerations in metropolitan transportation planning.

On July 21, 2010 the TPB approved the National Capital Region Freight Plan. This was the first Freight Plan for the metropolitan Washington area. It defines the role of freight in the region, provides information on current and forecasted conditions, identifies regional freight concerns such as safety and security, and includes a National Capital Region Freight Project Database.

Questions 22 through 29 on the Financially Constrained Long-Range Transportation Plan Project Description Form address a number of planning factors, including economic competitiveness, truck and freight safety, accessibility and mobility of people and freight, and integration and connectivity of the transportation system for people and freight. Strong consideration should be given to projects that support these goals for freight.

ANNUAL LISTING OF PROJECTS

Federal regulations require that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001.

SECTION 3: PROJECT SUBMISSION INSTRUCTIONS

This section describes the process to be used by transportation implementing agencies when updating project information for the CLRP as well as the Air Quality Conformity inputs, the Transportation Improvement Program and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan and the TIP. All regionally significant projects, regardless of funding source, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The remainder of this section describes how to update Plan, TIP and Conformity project information using an online database application. TERM analysis and reporting procedures are not addressed here; see Section 4 for those instructions.

THE ONLINE DATABASE FOR THE CLRP, TIP AND CONFORMITY

An online database application is used to gather project information from each agency. Staff from implementing agencies will be assigned an account with a user name and password. There are two levels of access to the database; editors and reviewers. Each agency should decide which person on their staff should assume these roles. Once logged into the application users will have access to the most recent version of the Plan and TIP information that was approved by the TPB. TPB staff will offer training sessions to assist staff with the application as needed.

CLRP PROJECT DESCRIPTION FORM INSTRUCTIONS

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. Submitting Agency.....The agency that is submitting the project information. Defined by the user's agency status.

2. Secondary Agency.....Any other agencies working in conjunction with primary agency

3. *Agency Project ID*.....Agencies can use this field to track projects with their own ID systems.

4. *Project Type*.....Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other*.

5. *Project Category*.....Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance*, *Study*, *Other*.

6. *Project Name*.....A very brief, user-friendly description of the project; e.g. "East Market Street Widening" or "Downtown Circulator Bus System"

7. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.

    a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable

    b. *Number*.....The route number that corresponds with the above prefix. Again, combinations are acceptable.

c. *Name* .....Full name of facility; e.g. “Capital Beltway,” “East Street” or “Red Line”. To the extent possible, this field should be limited to actual street names or transit routes.

d. *Modifier* .....Any term that needs to be used to further describe a facility, such as “extended”, “relocated” or “interchange”.

8. *From (At)* .....The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier.*

9. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier.*

10. *Description* .....Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.

11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.

12. *Project Manager* .....Name of project manager or point-of-contact for information

13. *E-mail* .....E-mail address for project manager or point-of-contact for information

14. *Web Site* .....URL for further project information from implementing agency

15. *Total Mileage* .....If available; enter the total length of the project to the closest tenth of a mile.

16. *Map Image* .....If available, upload an image file to assist

17. *Documentation* .....If necessary, upload any extra documentation for the project. This could include financial plans or supplemental information materials.

18. *Bike/Ped Accommodations* ....Indicate using the pull-down menu whether the project is: a) *Primarily a bicycle/pedestrian project*, b) *Includes accommodations for bicycle/pedestrian users*, or c) *Does not include accommodations for bicycles and pedestrians*.

19. *Jurisdiction* .....Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.

20. *Total Estimated Cost* .....If available, enter the cost of the project from start to finish

21. *Remaining Cost* .....Estimated cost remaining to be spent on project (not required).

22. *Sources* .....Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

MAP-21 Planning Factors

23. *Please identify any and all planning factors that are addressed by this project:*

Use the checkboxes to select all that apply:

a. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increases the safety of the transportation system for all motorized and non-motorized users.

i. *Is this project being proposed specifically to address a safety issue?*
Note: It is presumed that all new projects being constructed include safety considerations. Select "Yes" only if the primary reason the project is being proposed is to address a safety issue.

ii. *If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem:*

c. Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

d. Increase accessibility and mobility of people

e. Increase accessibility and mobility of freight

f. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

h. Promote efficient system management and operation.

i. Emphasize the preservation of the existing transportation system.

Environmental Mitigation

24. *Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.*

Use the checkboxes to select "Yes" or "No" and to identify any mitigation activities being planned for this project.

- *Air Quality,*
- *Energy,*
- *Floodplains,*
- *Geology, Soils and Groundwater,*
- *Hazardous and Contaminated Materials,*
- *Noise,*
- *Rare, Threatened and Endangered Species,*
- *Socioeconomics,*
- *Surface Water,*
- *Vibrations,*
- *Visual and Aesthetic Conditions,*
- *Wetlands,*
- *Wildlife and Habitat*

Congestion Management Process Documentation

The following addresses the MAP-21 component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

25. *Congested Conditions*

a. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*

   Check "Yes' if this project is being planned specifically to address congestion conditions.

b. *If so, is the congestion recurring or incident-related non-recurring in nature?*

   Use the checkboxes to identify either option.

c. *If the congestion is on a different facility, please identify it here:*

   Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

26. *Capacity*

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
- Additional through lanes on existing limited access or other principal arterial roadways
- Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

a. *Is this a capacity-increasing project on a limited access highway or other principal arterial*?
Check "Yes" if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).

b. *If the answer to Question 26.a was "yes," are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the criteria apply):*

- *None of the exemption criteria below apply to this project – a Congestion Management Documentation Form is required.*
- *The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).*
- *The number of lane-miles added to the highway system by the project totals less than one lane-mile*
- *The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange*
- *The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.*
- *The project consists of preliminary studies or engineering only, and is not funded for construction*
- *Any project whose construction cost is less than $10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

c. *If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.*

Intelligent Transportation Systems

27. *Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to federal Rule 940 requirements?*

    Use the checkboxes to select "Yes" or "No".

    a. *If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?*

    Use the checkboxes to select: *Not Started; Ongoing, not complete;* or *Completed*

    b. *Under which Architecture: DC, Maryland,* or *Virginia State Architecture, WMATA Architecture, COG/TPB Regional ITS Architecture* or *Other; Please specify* _____

28. *Actual Completion Year*.....Use this field to indicate that the <u>full scope</u> of the project has been opened to traffic or implemented.

29. *Project Withdrawn*.....Use this checkbox to indicate that a project is being withdrawn from the Plan.

30. *Withdrawn Date*.....Provide an approximate date for the withdrawal of the project.

Record Tracking

This section is used to keep track of modifications to records. These fields are automated and are not editable.

31. Created by.....Identification of who created the record originally.

32. Created On.....Date record was originally created on

33. Last Updater.....Recorded ID of last person to make modifications to record

34. Last Updated On .....Recorded date and time of last modifications to record

35. Comments.....General notes for agency or TPB staff to use.

TIP AND CONFORMITY FORM INSTRUCTIONS

Each phase of the project (even if there is only one) should be described under the "Project Phases". The Air Quality Conformity Analysis is based on the information in these listings, so all regionally significant phases of all projects in the plan need to be included.

TIP funding information should be completed for each project intended for programming in the current TIP. The TIP should show all funds (federal and non-federal) that are expected to be obligated between FY 2013 and FY 2018. Previous fiscal years are shown for historical purposes only and have no bearing on the current fiscal years.

1. *Submitting Agency* .....Automatically displayed based on user's agency.

2. *Project Name*.....Automatically filled in based on parent project.

3. *Phase Name* .....A very brief, public-friendly description of the project phase; e.g. "East Market Street Widening" or "Downtown Circulator Bus." This can be the same as the project name.

4. *Facility* .....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.

a. *Prefix* .....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable.

b. *Number* .....The route number that corresponds with the above prefix.

c. *Name*.....Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.

d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "off-ramp", or "interchange".

5. *From (At)* .....The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier.*

6. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier.*

7. *Description* .....Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical terms where possible.

8. *Agency Project ID* .....Agencies can use this field to track projects with their own ID systems.

9. *Environmental Review* .....Type of NEPA documentation required, if any

10. *Review Status* .....Current status of any required NEPA documentation

<u>Questions 11 – 15 only need to be completed for projects that have conformity impacts.</u>

11. *Improvement*.....Pull-down field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)

12. Facility Type From/To

a. *Facility Type From* .....Functional class of facility before improvement

b. *Facility Type To*.....Functional class of facility after improvement

13. Lanes From/To

a. *Lanes From* .....Number of lanes on facility before improvement

b. *Lanes To* .....Number of lanes on facility after improvement

14. *R.O.W. Acquired* .....Right-of-way has been acquired for the facility

15. *Under Construction?* .....Construction has begun on the facility

16. *Projected Completion Year*.....Estimated year that the project will be complete.

17. *Completed* .....Date the project was completed (open to traffic) or implemented

18. *TIP Project Status* .....Project is delayed, complete, withdrawn, or ongoing

19. Capital Costs

a. *Amount*.....Funds shown in $1,000s

b. *Phase* .....Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other

c. *Fiscal Year* .....Fiscal year in which funds are expected to be obligated

d. *Source*.....Federally recognized source of funds

e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds

20. *Creator* .....Recorded ID of the user that created the record

21. *Created On* .....Date record was originally created on

22. *Last Updated On* .....Recorded date and time of last modifications to record

23. Last Updater.....Recorded ID of last person to make modifications to record

CONGESTION MANAGEMENT DOCUMENTATION FORM FOR SOV PROJECTS

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

SAMPLE FORMS

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name:

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):				
9. To:				

10. Description:

11. Projected Completion Date:
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost (in Thousands):
21. Remaining cost (in Thousands):
22. Funding Sources: _ Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. _ Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _ Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; _No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; _ No

b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

26. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; _ No

b. If the answer to Question 26.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here

to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; _ No
    a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
    b. Under which Architecture:
        _ DC, Maryland or Virginia State Architecture
        _ WMATA Architecture
        _ COG/TPB Regional ITS Architecture
        _ Other, please specify:

28. Completed Date:
29. _ Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32: Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments

TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2013-2018 PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Project Name (from CLRP Project):
3. Phase Name:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Description:
8. Agency Phase ID:
9. Projected Completion Year:
10. Project Status: _ New Project
    _ In previous TIP, proceeding as scheduled
    _ In previous TIP, delayed or reprogrammed
11. Completed:

Environmental Review

12. Type: _ PCE; _ CE; _ DEA; _ EA; _ FONSI; _ DEIS; _ FEIS; _ F4; _ N/A
13. Status: _ Proposed for preparation; _ Under preparation; _ Prepared for review; _ Under review; _ Approved

Complete Streets

14. Bicycle/Pedestrian Accommodation (Choose from the drop-down menu)
    - Bicycle/pedestrian accommodations included
    - No bicycle/pedestrian accommodations included
    - Not Applicable
    - Primarily a bicycle/pedestrian project

15. Does your jurisdiction or agency have a Complete Streets Policy?

☐ Yes ☐ No If Yes, answer #16.

16. Choose one of the following:

☐ Complete Streets policy is not applicable to this project.

☐ This project advances our Complete Streets policy goals.

☐ This project is exempt (Identify the exemption from the dropdown menu)

- Grandfathered
- User group prohibited by law
- Excessive cost
- Absence of need
- Environmental
- Historic Preservation
- Accommodation of user group contrary to jurisdiction/agency policy or plans
- Other (Explain: _____)

Capital Costs

TIP PROJECT DESCRIPTION FORM

FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC

17. Project URL: _____
18. Project Manager Name: _____
19. Project Manager Email: _____

Congestion Management Documentation Form for Projects in the 2040 CLRP

BASIC PROJECT INFORMATION

1. Agency: Secondary Agency:

2. Project Title:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s):

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

_ Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

_ A Transportation Management Association is in the vicinity

_ Channelized or grade-separated intersection(s) or roundabouts

_ Reversible, turning, acceleration/deceleration, or bypass lanes

_ High occupancy vehicle facilities or systems

_ Transit stop (rail or bus) within a 1/2 mile radius of the project location

_ Park-and-ride lot within a one-mile radius of the project location

_ Real-time surveillance/traffic device controlled by a traffic operations center

_ Motorist assistance/hazard clearance patrols

_ Interconnected/coordinated traffic signal system

_ Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

ITEM 8 – Action
October 17, 2012

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

Staff Recommendation: Approve the scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018.

Issues: None

Background: On May 21, 2012, EPA issued the final designation for the 2008 Ozone National Ambient Air Quality Standards (NAAQS), with the Washington Metropolitan Area designated as marginal nonattainment. This designation requires a new air quality conformity analysis of the Washington region's 2012 CLRP and FY 2013-2018 TIP that will include the region's new 2015 attainment year. The analysis must be completed before July 20, 2013. At the September 19 meeting, the Board was briefed on the draft scope of work for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP. On September 13 the scope of work was released for a 30-day public comment period that will end on October 13.

AIR QUALITY CONFORMITY ASSESSMENT:
2012 CONSTRAINED LONG RANGE PLAN
AND THE FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
2015 FORECAST YEAR
SCOPE OF WORK

I. INTRODUCTION

EPA's final rule designating nonattainment areas for the 2008 ozone national ambient air quality standards (NAAQS) was published in the *Federal Register* on May 21, 2012 and is effective July 20, 2012. The Washington, DC-MD-VA region has been designated as a marginal non-attainment area. The attainment date for the 2008 ozone NAAQS for marginal non-attainment areas is December 31, 2015. All non-attainment areas must make a conformity determination within one year of the effective date of the initial non-attainment designation. This deadline is July 20, 2013. The recently approved conformity analysis of the 2012 CLRP and FY2013-2018 TIP satisfies the requirements of the deadline established, except for an analysis of the 2015 attainment year. In order to meet this requirement, staff will complete an analysis of the 2015 forecast year for the 2012 CLRP.

Project inputs and technical assumptions for the 2012 CLRP and FY2013-2018 TIP conformity analysis were approved at the February 15, 2012 TPB meeting. Emissions analyses for the following forecast years have been completed: 2007, 2017, 2020, 2030, and 2040. The analysis of the 2015 forecast year will complete the requirements for the initial conformity determination with regard to the 2008 ozone NAAQS.

As with all conformity determinations, the plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analysis of the 2015 forecast year and presents an outline of the work tasks required to address all regulations currently applicable.

II. REQUIREMENTS AND APPROACH

A. **Criteria** (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,

2. Provide expeditious implementation of TCMs, and

3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and $PM_{2.5}$ are discussed below.

Ozone season pollutants will be assessed by comparing the "action" scenarios to the 8-hour ozone area 2008 Reasonable Further Progress (RFP) VOC and NOx emissions budgets which were deemed adequate for use in conformity by EPA in September 2009. There is no change to this because areas designated non-attainment for the 2008 ozone NAAQS are required to used any existing adequate or approved SIP motor

vehicle budgets for a prior ozone NAAQS when determining conformity for the 2008 ozone NAAQS until budgets for the 2008 ozone NAAQS are either found adequate or are approved.

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

$PM_{2.5}$ pollutants will be assessed both by comparing the "action" scenarios to a 2002 base and by comparing the pollutant levels to the budgets submitted by the MWAQC to EPA in April, 2008. $PM_{2.5}$ emissions will be inventoried for yearly totals (instead of on a daily basis as performed for Ozone and CO).

B. Approach (See Table 1 – Summary of Technical Approach)

In addition to the elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which were finalized at the February 15, 2012 TPB meeting.

TABLE 1 – Summary of Technical Approach

	Ozone	Wintertime CO	$PM_{2.5}$
Pollutant:	VOC, NOx	CO	Direct particles, Precursor NOx
Emissions Assessment Criteria:	8-hour 2008 Reasonable Further Progress (RFP) ozone budgets	Approved wintertime CO emissions budget	Reductions from base 2002 inventory
Emissions Analysis Time-frame:	Daily	Daily	Annual
Geography:	8-hour ozone non-attainment area	DC, Arl., Alex., Mont., Pr. Geo.	8-hr. area less Calvert County
Network Inputs:	Regionally significant projects		
Land Activity:	Round 8.1		
Modeled Area:	3722 TAZ SYSTEM		
Travel Demand Model:	Version 2.3		
Mobile Model:	MOBILE6.2 emissions factors, consistent with the procedures utilized to establish the VOC and NOx mobile source emissions budgets	MOBILE6.2 Consistent with procedures used to establish the budget	MOBILE6.2 'Seasonal' approach, consistent with procedures used to establish the budget
Emissions Factor Refinements:	2011 vehicle registration data for all jurisdictions		

III. CONSULTATION

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).

2. Discuss at TPB meetings or forums, as needed, the following milestones:

   - Scope of work
   - Conformity assessment: documentation and comments
   - Process: comments and responses

IV. WORK TASKS

1. Prepare forecast year highway, HOV, and transit networks

   - Develop 2015 highway network
   - Prepare 2015 transit network input files

2. Prepare 2015 travel and emissions estimates

   - Execute travel demand modeling
   - Develop Mobile6.2 emission factors with new 2011 vehicle registraion data
   - Calculate emissions (daily for ozone season VOC and NOx for ozone standard requirements; daily for winter CO; yearly for $PM_{2.5}$ direct particles and precursor NOx)

3. Analyze results of above technical analysis

   - Comparison to 8-hour ozone season 2008 RFP budgets (ozone season VOC and NOx)
   - Reductions from a 2002 base inventory ($PM_{2.5}$)
   - Comparison to approved budgets (Wintertime CO)

4. Assess conformity and document results in a report

   - Document methods
   - Draft conformity report
   - Forward to technical committees, policy committees
   - Make available for public and interagency consultation
   - Receive comments
   - Address comments and present to TPB for action
   - Finalize report and forward to FHWA, FTA and EPA

V. SCHEDULE

The schedule for the execution of these work activities is shown in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on December 19, 2012.

Exhibit 1

Conformity Criteria

All Actions at all times:

Sec. 93.110	Latest planning assumptions.
Sec. 93.111	Latest emissions model.
Sec. 93.112	Consultation.

Transportation Plan:

Sec. 93.113(b)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.

TIP:

Sec. 93.113(c)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.

Project (From a Conforming Plan and TIP):

Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.115	Project from a conforming plan and TIP.
Sec. 93.116	CO, PM_{10}, and $PM_{2.5}$ hot spots.
Sec. 93.117	PM_{10} and $PM_{2.5}$ control measures.

Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d)	TCMs.
Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.116	CO, PM_{10}, and $PM_{2.5}$ hot spots.
Sec. 93.117	PM_{10} and $PM_{2.5}$ control measures.
Sec. 93.118 and/or	Emissions budget and/or Interim
Sec. 93.119	emissions

Sec. 93.110 Criteria and procedures: Latest planning assumptions.

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

Sec. 93.111 Criteria and procedures: Latest emissions model.

The conformity determination must be based on the latest emission estimation model available.

Sec. 93.112 Criteria and procedures: Consultation.

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.

The project must come from a conforming plan and program.

Sec. 93.116 Criteria and procedures: Localized CO, PM_{10}, and $PM_{2.5}$ violations (hot spots).

The FHWA/FTA project must not cause or contribute to any new localized CO, PM_{10}, and/or $PM_{2.5}$ violations or increase the frequency or severity of any existing CO, PM_{10}, and /or $PM_{2.5}$ violations in CO, PM_{10}, and $PM_{2.5}$ nonattainment and maintenance areas.

Sec. 93.117 Criteria and procedures: Compliance with PM_{10} and $PM_{2.5}$ control measures.

The FHWA/FTA project must comply with PM_{10} and $PM_{2.5}$ control measures in the applicable implementation plan.

Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

The FHWA/FTA project must satisfy the interim emissions test(s).

NOTE: See EPA's conformity regulations for the full text associated with each section's requirements.

Schedule for the 2015 Forecast Year Analysis
2012 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

September 13, 2012	Draft Scope of Work is Released for Public Comment
*September 19, 2012	TPB is Briefed on Draft Scope of Work
October 13, 2012	Public Comment Period Ends
*October 17, 2012	TPB Reviews Public Comments and is asked to Approve Draft Scope of Work
November 15, 2012	Draft Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*November 21, 2012	TPB Briefed on the Conformity Assessment
December 15, 2012	Public Comment Period Ends
*December 19, 2012	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption

*TPB Meeting

WORK SCOPE ATTACHMENT A

POLICY AND TECHNICAL INPUT ASSUMPTIONS
AIR QUALITY CONFORMITY ANALYSIS OF 2012 CLRP
& FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM

1. Land Activity

- Round 8.1 Cooperative Forecasts

2. Policy and Project Inputs

- Highway, HOV, and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 2/15/2012

3. Travel Demand Modeling Methods

- Version 2.3 Travel Model
- All HOV facilities at HOV-3 in 2020 & beyond
- Transit "capacity constraint" procedures (2020 constrains later years)

4. Emissions Factors

- Use MOBILE6.2 emissions factors incorporating 2011 vehicle registration data
- Seasonal $PM_{2.5}$ factors for total directly emitted particles and precursor NOx

5. Emissions Modeling Methods / Credits

- Yearly $PM_{2.5}$ emissions (total $PM_{2.5}$ and precursor NOx) using seasonal traffic adjustments and above emissions factors
- Offline emissions analyses

6. Conformity Assessment Criteria

- Emissions budgets for ozone precursors, $PM_{2.5}$ pollutants, and wintertime CO
- Analysis years: 2007, 2015, 2017, 2020, 2030, & 2040

ITEM 9 - Information
October 17, 2012

Briefing on the COG Report: “Charged Up: Making Metropolitan Washington Electric Vehicle Ready”

Staff Recommendation:	Receive briefing on the report, which provides a framework for establishing a regional readiness plan for the deployment of electric vehicles in the Washington region.
Issues:	None
Background:	This report was prepared for the Climate, Energy, and Environmental Policy Committee at COG.

MAKING THE WASHINGTON REGION ELECTRIC VEHICLE READY

EXECUTIVE SUMMARY

This report seeks to provide a framework for establishing a regional readiness plan for the deployment of electric vehicles (EVs) in the metropolitan Washington region. While total EV ownership in the region is relatively low (compared with other cities such as Portland, Oregon, or Los Angeles), consumer interest in EVs is growing and more EV models are being introduced in the regional market. However, the metropolitan Washington region's charging infrastructure and EV policy frameworks are not yet positioned to accommodate greater market penetration of these vehicles. This report contains recommendations for stakeholders to promote a consistent set of practices across the region that will remove barriers to EV adoption and infrastructure planning while mitigating potential impacts on the electrical grid. This coordinated planning effort will help ensure that the region can receive the health, environmental, and sustainability benefits that EV technology offers.

BENEFITS OF EV DEPLOYMENT

EV adoption presents environmental, economic, and energy security benefits to the country and to the region. The U.S. Department of Energy (DOE) sees the electrification of vehicles as one of the highest impact strategies for reducing greenhouse gas emissions between now and 2030.[1] Due to the relatively low greenhouse gas emissions profile of the Washington region's electrical grid, EVs charged in most parts of the region produce fewer greenhouse gasses than any currently available hybrid vehicle (equivalent to 50 mpg or greater).[2] And as renewable portfolio standards and other policies increase the proportion of low- and no-emissions electricity available on the grid, the environmental impact of EVs will continue to improve.

EVs can play an important role in achieving the region's air quality goals by reducing vehicle emissions. In the metropolitan Washington region, transportation emissions accounted for 55 percent of NOx emissions and 16 percent of fine particle ($PM_{2.5}$) emissions in 2007. Because EVs produce no tailpipe emissions, they are good candidates to help significantly reduce pollution from mobile sources.

EVs also offer economic benefits through fuel cost savings. EVs have fuel economy ratings of 75 to over 100 miles per gallon equivalent (MPGe), and cost approximately $0.04 per mile to

[1] U.S. Department of Energy Office of Energy Efficiency & Renewable Energy. *Vehicle Technologies Program Multi-Year Program Plan (2011-2015).* http://www1.eere.energy.gov/vehiclesandfuels/pdfs/program/vt_mypp_2011-2015.pdf

[2] Union of Concerned Scientists. *State of Charge: Electric Vehicles' Global Warming Emissions and Fuel-Cost Savings across the United States.* Rev. April 12, 2012. http://www.ucsusa.org/clean_vehicles/smart-transportation-solutions/advanced-vehicle-technologies/electric-cars/emissions-and-charging-costs-electric-cars.html

operate when charged in the Washington region.[3] Conventional vehicles, at an average of 27 mpg, cost nearly $0.13 cents per mile.[4] According to a study by the Union of Concerned Scientists, EV drivers in the Washington region could save an estimate of $950 per year in fuel costs compared to those driving internal combustion vehicles, depending on fuel prices, electricity rates, and miles driven.[5]

Additionally, EVs offer their owners protection against future gasoline price volatility. And because EVs rely on domestically produced electricity rather than on petroleum, a largely imported fuel, they promote energy security.

CHALLENGES TO EV ADOPTION

Despite the benefits of EVs, challenges such as unfamiliarity with the technology, range anxiety, underdeveloped charging networks, limited vehicle availability, and relatively high vehicle cost have hindered their adoption. In addition, the absence of a clear policy framework for EV infrastructure planning—which considers permitting, siting, zoning, utility policy, and other issues—has amplified existing market barriers. A regional strategy is needed to bridge these obstacles and clear the way for wider EV recognition and use.

RECENT COG EV PLANNING INITIATIVES

COG held an EV Workshop in early 2011 to examine successful EV readiness strategies and to begin the conversation at a regional level on how to effectively and collectively deploy EV transportation technology. Participants, including local governments and industry experts, agreed on the need for an EV readiness strategy to facilitate deployment in the metropolitan Washington region.

In 2011, in response to interest in EV planning across the metropolitan Washington region, COG and the Greater Washington Region Clean Cities Coalition embarked on a new regional Electric Vehicle Planning Initiative. The scope of this stakeholder-driven initiative is to identify the issues for regional EV deployment and to make recommendations for the region and local jurisdictions to consider in designing and implementing programs to facilitate EV adoption. Under this initiative, the Electric Vehicle Planning Workgroups (referred to herein as the Task Force) were focused on infrastructure development and local government policy. The Task Force

[3] In the metropolitan Washington region, EVs are estimated to cost approximately 4.3 cents to 6.6 cents per mile to operate, based on the Pepco Standard Offer Rate. Source: Union of Concerned Scientists, *State of Charge: Electric Vehicles' Global Warming Emissions and Fuel-Cost Savings across the United States*. Rev. April 12, 2012. http://www.ucsusa.org/clean_vehicles/smart-transportation-solutions/advanced-vehicle-technologies/electric-cars/emissions-and-charging-costs-electric-cars.html. See Table 2.1.

[4] The EPA combined average fuel economy rating of U.S. compact cars in 2010 was 27 mpg, and a gas price of $3.50 is assumed. See Union of Concerned Scientists report, above.

[5] See Union of Concerned Scientists report, above.

considered information on vehicle ownership and usage patterns, as well as best practices locally and from across the United States, to assist in developing considerations, recommendations, and priorities for an EV strategy for the metropolitan Washington region.

Six subgroups were formed to address the specific issue areas of infrastructure siting; comprehensive planning, zoning, and building codes; permitting and inspection; electric utility policy; EV use in fleets; and outreach and education. These subgroups met regularly from February through June 2012 to develop the recommendations put forth in this report.

EV and EVSE DEPLOYMENT PLANNING

COG staff and the EVSE Deployment Planning subgroup sought to provide an assessment of the current state of EV adoption and charging infrastructure (broadly referred to as electric vehicle supply equipment, or EVSE) in the Washington, DC region. Staff used vehicle registration data, survey data on regional driving patters, and information on publicly accessible EV charging stations to assess the potential for EV expansion. Given these findings, the stakeholder group provided recommendations on strategic locations for charging stations, suggestions for incentives to promote charging expansion, provisions to reduce the cost of future EVSE installation, and considerations for multifamily residential and workplace charging.

Regional Forecast for EV Ownership

According to data provided by Virginia, Maryland, and the District of Columbia Motor Vehicle Departments, there are approximately 500 EVs registered in the metropolitan Washington region. At least three major EV and PHEV models are available in the region, and service to convert hybrids to PHEVs is available.

While it may not be possible to predict exactly how many EVs will be operating in the region in coming years, one means of estimating future EV adoption is to analyze the recent experience of hybrid vehicle adoption. According to data from the Transportation Planning Board (TBP), from 2005 to 2011, the number of registered hybrid vehicles in the region grew more than 600 percent, from approximately 12,000 vehicles to more than 70,000. COG staff determined that a conservative estimate would be 1,500 to 3,000 EVs operating in the region by the end of the decade. The high estimate could see anywhere from 50,000 to 75,000 EVs on the region's roadways by 2020.

Potential for EV Use

COG staff analyzed the potential for EVs in the context of current driving patterns in the region. According to COG's Household Travel Survey, most vehicle trips in the region are relatively short, with an average vehicle trip length of 7.7 miles. This is well within the range of one charge for all EVs in the market today. Therefore, for most daily commutes and other trip purposes, the relatively short length of the trips would not cause significant range anxiety.

Publicly Accessible EV Charging Infrastructure

A growing EV charging infrastructure exists in the metropolitan Washington region as a result of stimulus funding through state governments and private investment. COG staff developed an inventory of EV charging stations for the metropolitan Washington region. Altogether, the inventory identified 332 chargers in 133 publicly available charging station locations, 11 of which are planned stations. The District of Columbia has the most charging stations among COG jurisdictions (36), followed by Arlington County, Virginia (15); Fairfax County, Virginia (18); and Charles County, Maryland (11). The District of Columbia and Arlington County, Virginia, have the highest number of chargers (85 and 62, respectively). About 40 percent of the chargers are Level 1, and the remaining 60 percent are Level 2.[6] No DC fast chargers were installed when the inventory was developed. The inventory indicates that building managers are installing EVSE in a variety of land uses.

LOCAL GOVERNMENT POLICY

To understand the current EV policy landscape of the metropolitan Washington region, COG conducted a survey of its 22 member jurisdictions in early 2012 about EV permitting procedures and infrastructure planning efforts. Results of the survey indicated that with some exceptions, most jurisdictions reported having no EV policy development in place. Two exceptions are the District of Columbia and Fairfax County, Virginia, which are integrating EV considerations into the permit review process, building code policy, and ADA parking restrictions. The City of Frederick, Maryland, and the City of Falls Church, Virginia, indicated that they are tracking EV charging permit applications. In other jurisdictions, electrical permits do not indicate whether an EV charging station is being installed—thus presenting a barrier to tracking. Additionally, if a dedicated circuit is already installed, EV drivers charging at 120V (Level 1) outlet would not need to obtain a permit.

The Municipal Policy and Permitting/Inspections subgroups emphasized that local governments will play a critical role in the region's EV readiness. To facilitate continued growth of the market and smooth the transition to higher rates of EV adoption, the subgroups recommend that local governments ensure that EV infrastructure development is addressed in comprehensive

[6] See Section 2 for definitions of EV charging technology.

planning efforts and that zoning, building codes, and permitting and inspection processes provide a pathway to the expeditious installation of charging equipment. Streamlined permitting and inspection processes, EV and charging incentives, infrastructure readiness, low permitting and inspection costs, and nominal installation costs all contribute to reducing barriers to greater EV adoption.

ELECTRIC UTILITY POLICY

The regulatory status of EV charging stations—contained in provisions of electric utility policy—can help or hinder the ability of private companies and utilities to provide EV charging services. Across the region, the regulatory status of EV charging service providers is inconsistent and in some cases unclear. Maryland, Virginia, and the District of Columbia have all taken steps in recent years to resolve areas of uncertainty in their electric utility policy as it relates to EVs and EV charging. However, room for improvement remains, particularly when it comes to notifying utilities about EV charging station locations.

The Electric Utility Policy subgroup found that clear state-level policies are needed to promote private investment in EV charging infrastructure for charging in the for-pay charging market. They recommend that ideally, local and state policy would allow utilities to be notified in advance about the location of EV charging equipment so they can ensure that appropriate infrastructure is in place to accommodate the increased load and avoid service disruptions for their customers.

EVs FOR FLEET USE

A 2012 survey of fleets in the metropolitan Washington region found that EVs are being adopted slowly. The Greater Washington Region Clean Cities Coalition's survey of 11 fleet managers found that most EVs currently in operation are used onsite, such as trucks used on landfills or campus landscaping equipment.[7] According to the Coalition, fleet managers cite the cost of EVs and infrastructure as obstacles to purchasing additional EVs.

The Fleets subgroup provided recommendations on promoting partnerships between governments and manufacturers to reduce costs and increase utilization of EVs in fleets, encourage charging infrastructure sharing, and promote cooperative purchasing.

OUTREACH AND EDUCATION

The public's current level of knowledge about electric vehicles is limited. Education efforts by private and public entities (including nongovernmental organizations, electric utilities, PEV

[7] Greater Washington Region Clean Cities Coalition. *Clean Cities 2011 Annual Report*. Spring 2012.

service providers, auto dealers, other businesses, and government) are needed to bridge the gap.[8] To set the stage for EV marketplace success in the metropolitan Washington region, regional partners involved in the Metropolitan COG Electric Vehicle Planning Initiative have identified key target audiences and information needs for those audiences.

In addition to identifying an initial list of resources for EV stakeholders to use in education and outreach efforts, the subgroup provides recommendations on how to increase outreach efforts throughout the region. Continuing to search for and share resources, engaging with regional partners to encourage collaboration and to share experiences, and promoting EV awareness through industry training and curricula should be priorities for the region.

SUMMARY OF RECOMMENDATIONS

Achieving EV readiness in the metropolitan Washington region will require a coordinated approach among all stakeholders, including utilities, players in the EV industry, state and local governments, and nonprofit groups. This report contains recommendations for these stakeholders to promote a consistent set of practices across the region that will remove barriers to EV adoption and infrastructure planning.

The top five recommendations to facilitate EV deployment in the region are as follows:

1. Stakeholder partnerships, such as a Washington Regional Electric Vehicle Partnership, should be formed to develop a business case for EVs, and to assess the potential for community return on investment.
2. Stakeholders should consider offering incentives such as preferred parking, HOV occupancy exceptions, and tax credits to promote EV adoption.
3. Electric permitting procedures should identify EVSE installations and notify electric utilities of their locations.
4. Outreach and education is needed to promote EV adoption and inform the public of its benefits.
5. Comprehensive plans and zoning regulations should guide EV infrastructure development and ensure that the built environment can accommodate future EVSE installations.

Further details are provided in the report and appendices

[8] Center for Climate and Energy Solutions. *An Action Plan to Integrate Plug-in Electric Vehicles with the U.S. Electrical Grid.* March 2012. http://www.c2es.org/docUploads/PEV-action-plan.pdf

ITEM 11 - Information
October 17, 2012

Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Staff Recommendation: Receive briefing on the evaluation of the Fall 2011 and Spring 2012 campaigns, and on the status of the funding and planning for the Fall 2012 and Spring 2013 campaigns.

Issues: None

Background: On October 19, 2011, the Board was briefed on the evaluation of the Fall 2010 and Spring 2011 campaign and the status of the funding and planning for the Fall 2011 and Spring 2012 campaigns.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

DRAFT MEMORANDUM

TO: Transportation Planning Board

FROM: Michael Farrell, Transportation Planner
Department of Transportation Planning

SUBJECT: Street Smart Regional Pedestrian and Bicycle Safety Campaign: Results of the FY 2012 campaign, and Funding Status for FY 2013

DATE: October 5, 2012

This memo will review the background behind the creation of the Street Smart campaign, describe the activities and results of the FY 2012 campaign which are discussed in more detail in the attached Annual Report, and discuss the funding status and proposed activities for the FY 2013 campaign.

Background

The Washington region averages 85 pedestrian fatalities and six bicyclist fatalities per year, as well as 2,300 pedestrian and 650 bicyclist injuries. Pedestrians and bicyclists account for 30% of all traffic fatalities, and 8% of injuries.

To change motorist and pedestrian behavior, and ultimately reduce pedestrian and bicyclist deaths and injuries, the National Capital Region Transportation Planning Board (TPB) in 2002 initiated a regional pedestrian and bicycle safety campaign known as Street Smart. The campaign consists of a Fall and a Spring wave of radio, cable, transit, and internet advertising directed at motorists and pedestrians, with concurrent pedestrian-related law enforcement to reinforce the message. Previous waves ran in October 2002, April 2004, June 2005, March-April 2006, March-April 2007, November 2007, March 2008, November 2008, March-April 2009, November 2009, March-April 2010, November 2010, and March-April 2011. Resources from both current and past campaign waves can be found on the web site, www.bestreetsmart.net.

Funding for the campaign comes primarily from TPB member government contributions, WMATA, and federal funding provided through the states.

The FY 2012 Campaign

The FY 2012 budget was $634,000, up from $598,000 in FY 2011. Two campaign waves took place, in November 2011 and March-April 2012.

The November 2011 campaign wave continued the use of ads from the Spring 2011 campaign, which used the themes “Giant Pedestrian Safety Problem” and "Giant Bicycle Safety Problem", and urged drivers to “Watch for Pedestrians” and pedestrians to “Wait for the Walk”. The March-April 2012 campaign wave emphasized law enforcement with the theme “We stop Killer Pedestrian Crashes”, and warned the public to “obey pedestrian and traffic safety laws, or get tickets, fines, or points”.

COG/TPB staff also holds periodic "Best Practices in Pedestrian Law Enforcement" seminars for law enforcement officers from around the region. These seminars help reinforce the goals of Street Smart, as well as reinforcing officers' knowledge of the most effective, safety data-driven ways to enforce these laws. This year, the best practices seminar was held on October 18, 2011, with over 40 law enforcement officers in attendance.

The Annual Report contains a more detailed discussion of the activities and results of the FY 2012 campaign.

Funding Status FY 2013 (Fall 2012 and Spring 2013)

We expect to have sufficient funds to cover both a Fall and a Spring campaign. Sources of funds include:

- TPB member governments. Thanks to the action of COG member jurisdictions to include an increment in COG membership dues to support Street Smart starting in FY 2013, $63,344 has been allocated to the FY 2013 Street Smart campaign from the COG dues. This is in comparison to the $47,300 in voluntary contributions received from a limited number of local jurisdictions in FY 2012.
- WMATA. WMATA has renewed its contribution of $150,000.
- Federal funds. Each year, COG/TPB submits applications to the states for categorical Federal traffic safety funding to support Street Smart, with the states' transportation safety offices judging the merits of the program and awarding funding on that basis. Federal funding from the States will decrease modestly to $410,000 in FY 2013, from $436,000 in FY 2012.

Thanks to the efforts of the above funding agencies and jurisdictions, the current projected budget for FY 2013 is $623,344, close to the $633,916 received for FY 2012.

Next Steps

A Fall 2012 wave will run November 8th to November 22nd, between Election Day and Thanksgiving Day It will use the theme and materials from the Spring 2012 campaign. The kickoff press event is slated to take place in Loudoun County, November date to be determined. A second media wave will take place in Spring 2013, with a new theme and newly-created campaign materials to convey a fresh message. As in previous years, all materials will be in both English and Spanish.

Outlook

The Street Smart media campaign is best understood as a support to State and local law enforcement, engineering and community design, and school-based safety education. Reducing pedestrian deaths and injuries requires sustained efforts at all levels.

Montgomery County's pedestrian safety initiative is a good example of a comprehensive pedestrian safety program. Montgomery County has achieved significant reductions in pedestrian fatalities, injuries and crashes since 2008 by making engineering changes and focusing enforcement and education efforts at high-incident locations. The annual budget for Montgomery's program is $4 million, most of which goes to engineering and construction of safer pedestrian facilities.

As in previous years, COG/TPB staff works with a Street Smart Advisory Group on the development and conduct of the campaigns, working with a media consultant under contract to COG. After a competitive bid this past summer, a new media consultant with extensive public safety advertising and outreach experience has been hired to develop and conduct Street Smart. The new consultant will be working with a newly expanded Street Smart Advisory Group, expanded since all COG local jurisdictions are now contributing financial support to Street Smart through the COG dues structure. COG/TPB will continue to work with partner agencies toward Street Smart goals and for synergies with agency and jurisdictional transportation safety activities.