

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE  
AIR QUALITY CONFORMITY ANALYSIS FOR THE  
CONSTRAINED ELEMENT OF THE UPDATE TO VISUALIZE 2045 AND THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

**WHEREAS**, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

**WHEREAS**, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the FTA and FHWA requires that the LRTP and the TIP be reviewed and updated at least every four years; and

**WHEREAS**, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

**WHEREAS**, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

**WHEREAS**, on October 17, 2018, the TPB adopted resolution R4-2019 determining that the Visualize 2045 Plan and FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R5-2019 approving the Visualize 2045 Plan, and resolution R6-2019 approving the FY 2019-2024 TIP, and the Visualize 2045 Plan and FY 2019-2024 TIP were approved by the FTA and FHWA on December 13, 2018; and

**WHEREAS**, on March 18, 2020, the TPB adopted Resolution R14-2020 determining that the FY 2021-2024 TIP and the 2020 Amendment to the Visualize 2045 Plan conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2020 approving the Visualize 2045 Plan, the FY 2019-2024 TIP; and

**WHEREAS**, the TPB has to complete its four year review and update of the plan, program, and projects along with the conformity analysis and receive federal approval by December 2022, therefore the TPB issued the Technical Inputs Solicitation Submission Guide, approved an update schedule with final plan approval anticipated in June 2022, and asked for inputs and updates to develop the FY 2023-2026 TIP and the updated Visualize 2045 Plan on December 16, 2020; and

**WHEREAS**, on April 2, 2021, the inputs to the Air Quality Conformity Analysis for the update to Visualize 2045 and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work were released for a 30-day public comment period and inter-agency review; and

**WHEREAS**, the submitted inputs for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on March 5, 2021; April 2, 2021; and June 4, 2021; and

**WHEREAS**, the TPB was briefed on the submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP at its April and May 2021 meetings and two board work sessions were conducted to provide a facilitated review of those inputs; and

**WHEREAS**, the project submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues

*WHEREAS, the TPB and its member jurisdictions are committed to mitigating climate change through actions to achieve climate goals established by COG and the local government plans;*

*WHEREAS, the TPB is undertaking a Climate Change Mitigation Study which is expected to identify actions that can be taken to reduce the transportation sector's greenhouse gas emissions and to be complete by the end of 2021.*

**NOW, THEREFORE, BE IT RESOLVED THAT:** the National Capital Region Transportation Planning Board approves:

## Part A

1. The Air Quality Conformity Analysis Scope of Work, as described in Attachment 1; and
2. The project submissions of the TPB member agencies, listed in tables in Attachment 2, for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan; and
3. The draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis, as described in Attachment 3.

*NOW, THEREFORE, BE IT FURTHER RESOLVED THAT: the National Capital Region Transportation Planning Board will initiate a full update to the Long-Range Transportation Plan upon completion and adoption of the Visualize 2045 Plan with a target completion date of 2024, and that—*

## **Part B**

- 1. The development of such plan will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including reduction of greenhouse gas emissions;*
- 2. The development of such plan will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and,*
- 3. TPB will use the above scenario analysis to inform the development of the 2024 and future updates of the Long-Range Transportation Plan.*