

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

**RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS
FOR THE 2016 FINANCIALLY CONSTRAINED LONG RANGE PLAN (CLRP) AMENDMENT AND
THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization 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 Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012; and

WHEREAS, on October 21, 2015 the TPB adopted resolution R2-2016 determining that the 2015 CLRP and the FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R3-2016 approving the 2015 CLRP Amendment; and

WHEREAS, on December 16, 2015 the TPB issued a Call for projects soliciting inputs to develop a 2016 CLRP Amendment and FY 2017-2022 TIP; and

WHEREAS, the transportation implementing agencies in the region have submitted inputs to the 2016 CLRP Amendment and the FY 2017-2022 TIP, which have been reviewed by the Technical Committee at its meetings on February 5 and March 4, 2016; and

WHEREAS, at the TPB Citizens Advisory Committee meeting on February 11, the submissions for the 2016 CLRP Amendment were released for a 30-day public comment and interagency consultation period which ended March 12; and

WHEREAS, the TPB was briefed on the submissions to the 2016 CLRP Amendment at its February 17, 2016 meeting during the public comment and interagency consultation period and at the March 16, 2016 meeting, the TPB was briefed on the public comments received on the submissions for the 2016 CLRP, and the responses provided to the public comments; and

WHEREAS, the adoption of the 2016 CLRP Amendment and the FY 2017-2022 TIP by the TPB is scheduled for November 16, 2016 meeting upon completion of a 30 day public comment and interagency consultation on the results of the regional air quality conformity analysis for the 2016 CLRP Amendment and FY 2017-2022 TIP beginning on October 13, 2016; and

WHEREAS, the project submissions for the 2016 CLRP Amendment 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; and

WHEREAS, the TPB Resolution approving the 2015 CLRP Amendment on October 21, 2015, notes that the Commonwealth of Virginia will only implement the Transform66: Inside the Beltway project if the Commonwealth Transportation Board adopts a policy that the widening component of the project will be advanced after an evaluation of the effectiveness of the tolling and multimodal components, which will be conducted no sooner than two years after conversion to HOV-3+; and

WHEREAS, the Commonwealth of Virginia has proposed a new definition and scope for the Transform66: Inside the Beltway project for inclusion in the 2016 CLRP Amendment after the Virginia Governor and members from both political parties and both chambers of the Virginia General Assembly announced on February 10, 2016, a bipartisan agreement to move forward with a plan to reduce congestion on I-66 inside the beltway by converting I-66 inside the Beltway to a managed toll facility during a four hour period in the AM and PM peak direction, widening a four mile stretch from the Dulles Connector Road to Exit 71 (Fairfax Drive) near Ballston, improving transit throughout the corridor, and adding new options for single drivers (Transform66: Inside the Beltway), without the evaluation described in the 2015 TPB resolution (TPB R3-2016) The new lane is expected to be open to traffic in 2020; and

WHEREAS, the I-395 Express Lanes concessionaire (95 Express Lanes, LLC) will based on an evaluation of the estimated toll revenue and the concessionaire's costs, fund a substantive, guaranteed annual transit payment that will be escalated every year (amount to be determined), and provided to the Department under the terms and conditions of an Amendment to the Comprehensive Agreement relating to the I-95 HOV/HOT Lanes Project, which term shall expire on December 28, 2087; and

WHEREAS, as part of advancing the financial framework agreement with 95 Express Lanes, LLC, the Commonwealth will consult with local jurisdictions, NVTC and PRTC before finalizing the annual transit payment to ensure that the annual revenue will be sufficient to expand transit and other travel options in the corridor. The Transit /Transportation Demand Management (TDM) Study, managed by DRPT, will establish transit improvements that will be used to support the development of a multimodal program, in consultation with the local jurisdictions, NVTC and PRTC.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, the project submissions as described in the attached memorandum; and

BE IT FURTHER RESOLVED that the Commonwealth of Virginia will complete the development of the transit and TDM components of the I 395 Express Lanes project and amend the same into the CLRP upon completing the following tasks: (1) conduct a transit TDM study led by DRPT in consultation with local jurisdictions, NVTC and PRTC by December of 2016; (2) complete the financial analysis by October 1, 2016, based on the estimated toll revenue and the concessionaire's costs in order to identify funding sufficient to expand the transit and TDM projects in the 395/95 multimodal corridor, and report the outcome of the analysis to the TPB prior to its November 2016 meeting; and (3) identify an annual guaranteed transit contribution, escalated every year, at a level sufficient to implement regionally significant multimodal projects identified in the Transit/TDM study by October 1, 2016.

Approved by the Transportation Planning Board at its regular meeting on March 16, 2016