

ACTION ITEMS

12:50 7. **Appointment of Nominating Committee for Year 2013 TPB Officers**
.....Chairman Turner
Chairman Turner will announce the appointment of a Nominating Committee for year 2013 TPB officers. The TPB Bylaws provide for TPB officers to serve for one calendar year, from January 1 through December 31. The Nominating Committee will be asked to present a slate of year 2013 officers for action by the Board at its December 19 meeting.

12:55 8. **Approval of an Amendment to the FY 2013 Unified Planning Work Program (UPWP) to Revise the Budget and Work Elements**
..... Mr. Kirby, DTP
Since the FY 2013 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect changes in new FY 2013 funding and adjustments in the unobligated FY 2011 funding. The Board will be briefed on an amendment to revise the budget and work elements to reflect the funding changes.

Action: Adopt Resolution R4-2013 to amend the FY 2013 UPWP to revise the budget and work elements.

INFORMATION ITEMS

1:00 9. **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, 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. The Board will be briefed on the draft 2015 forecast year air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP. On November 15, the assessment will be released for a 30-day public comment period that will end on December 15. At the December 19 meeting, the Board will be asked to approve the air quality conformity assessment.

1:05 10. **Briefing on the Draft 2012 CLRP Brochure**
..... Mr. Kirby, DTP
The 2012 CLRP was adopted by the TPB on July 18, 2012. The Board will be briefed on the draft 2012 CLRP brochure which describes what is in the plan and how the plan performs.

1:20 11. **Briefing on the New Transportation Alternatives Program under MAP-21**
.....Mr. Swanson, DTP
MAP- 21 established the Transportation Alternatives Program to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. The Board will be briefed on the new program and the potential role of the TPB in the selection of projects under the program.

**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
October 17, 2012**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Robert Brown, Loudoun County
Kerry Donley, City of Alexandria
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Sandra Jackson, FHWA
Shyam Kannan, WMATA
John Jenkins, Prince William County
Julia Koster, NCPC
Carol Krimm, City of Frederick
Michael C. May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County Board of Supervisors
David Snyder, City of Falls Church
Kanti Srikanth, VDOT
Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Tommy Wells, DC Council
Victor Weissberg, Prince George's County DPW&T
Patrick Wojahn, City of College Park
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Ron Kirby
Andrew Meese
Nicholas Ramfos
Wendy Klancher
Eric Randall
John Swanson
Jane Posey
Rich Roisman
Andrew Austin
Michael Farrell
Deborah Kerson Bilek
Ben Hampton
Debbie Leigh
Deborah Etheridge
Jonathan Rogers
Paul DesJardin COG/DCPS
Nicole Hange COG/EO
Steve Kania COG/OPA
Lewis Miller COG/OPA
Joan Rohlfis COG/DEP
Sharon Pandak COG General Counsel
Bill Orleans HACK
Randy Carroll MDE
Judi Gold Councilmember Bowser's Office
Alexis Verzosa City of Fairfax
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
Paul DeMaio Arlington County
Kevin Rincon WNEW-FM
Mike Lake Fairfax County DOT
Rick Rybeck Just Economics LLC
Tim Davis City of Frederick
Anthony Foster DDOT
Jameshia Peterson DDOT
Crispus S. Gordon Chair Phil Mendelson – DC Council
Allen Muchnick Arlington Coalition for Sensible Transportation

1. Public Comment

There were no public comments.

2. Approval of the Minutes of the September 19th Meeting

A motion was made to approve the minutes. The motion was seconded and was approved unanimously.

3. Report of the Technical Committee

Referring to the handout summary, Mr. Rawlings reviewed the Technical Committee meeting held on October 5. He said five items were reviewed for inclusion on the TPB agenda. In addition, four items were presented for information and discussion. All of these items were described in the summary.

4. Report of the Citizens Advisory Committee

Referring to the handout report, Ms. Slater spoke about the CAC's meeting on October 11. Ms. Slater described the meeting's agenda items. She noted that the CAC took action on two items: 1) the Committee requested representation on the Street Smart advisory committee, and 2) the CAC passed a resolution recommending that the TPB move forward expeditiously to develop a competitive regional program for implementing the new federal Transportation Alternatives Program, using a transparent project selection process and regional project selection criteria.

Regarding the CAC's Street Smart request, Mr. Erenrich asked if there were any particular issues that the Committee was most concerned about.

Ms. Slater said that the committee had been briefed on the campaign materials last year after they were largely finalized. Members had a number of comments, including concerns about the presentation of women. For the next year, the committee would like to be sure its comments and concerns are heard before the new campaign materials are developed.

Mr. Wojahn said the Access for All Advisory Committee is interested in the Transportation Alternatives Program, particularly as it might relate to people with disabilities. He said that committee would be taking up that subject at its next meeting.

Chairman Turner asked Mr. Kirby if he had any questions on the CAC's two requests. Mr. Kirby described the new funding arrangement for Street Smart in which the local contribution is coming out of the COG dues, instead of from voluntary contributions. He said this new arrangement makes the program more of a truly regional effort. He said the meetings of the Street Smart task force advisory committee were open and a CAC member would be welcome to attend and participate.

Regarding the Transportation Alternatives Program, Mr. Kirby said that TPB staff had been

discussing the implementation of this program with the state DOTs. He said that MAP-21 called for MPOs in large urbanized areas to be responsible for project selection in consultation with the State(s) for a suballocated portion of the program's funds. He said this will be a challenge in our region because of its three-state nature. He said that TPB staff would return to the Board in the near future with a proposal for developing the program in our region.

Chairman Turner said he appreciated the CAC's comments regarding the Transportation Alternatives Program. Regarding Street Smart, he said he did not have any objection to the CAC having a representative as part of that process. He also encouraged members of the CAC to participate in the TPB's Community Leadership Institute.

5. Report of the Steering Committee

Mr. Kirby noted that because of the Thanksgiving holiday, the TPB's November meeting will be held on the 28th, which is the fourth Wednesday of the month rather than the third.

Referring to the mailout materials, Mr. Kirby said the Steering Committee met on October 5 and approved one resolution which was an amendment to the FY2013-2018 Transportation Improvement Program (TIP) to include additional funding for planning for operations studies, requested by the Maryland Department of Transportation.

Mr. Kirby called attention to the letters packet that was distributed, which included information on Car-Free Day, announcement of the appointment of Mr. Shyam Kannan to represent WMATA on the TPB, and a formal transmittal from the Federal Transit Administration and Federal Highway Administration giving their review and approval of the 2012 Constrained Long Range Plan and FY2013-2018 TIP that the TPB approved in July.

6. Chair's Remarks

Chairman Turner thanked staff, particularly Mr. Ramfos, for the work done on Car-Free Day. He reminded TPB members to encourage applications for the Community Leadership Institute, which will be held on November 29 and December 1. He called attention to the item on bikesharing on the agenda. Finally, he noted that the presidential debate did not feature any discussion about transportation. He encouraged regional leaders to try to raise the issue of transportation within the context of the election.

ACTION ITEMS

7. Approval of the Call of Projects and Schedule for the Air Quality Conformity Assessment for the 2013 CLRP and the Fiscal Year 2013-2018 TIP

Referring to the mailout material, Mr. Austin said the Board was being asked to approve the call

for project document. He said that after the approval, the document will be transmitted to the state and local agencies, which will have until December 14 to submit projects. He said project submissions will be released for a 30-day public comment period beginning January 10. He noted other key deadlines in the CLRP and TIP development. He said the CLRP and TIP were scheduled for approval by the TPB on July 17, 2013.

Mr. Donley moved approval. The motion was seconded by Mr. Erenrich and was approved unanimously.

8. Approval of the Scope of Work for the Additional Air Quality Conformity Analysis to Respond to the EPA's Redesignation of the Washington Region Under the 2008 Ozone National Ambient Air Quality Standards

Ms. Posey said that in May, EPA designated nonattainment areas for the new air quality standard for ozone. She said our area was designated as a marginal nonattainment area. She said that under this new designation, the TPB would be required to run an analysis of the attainment year 2015. She said the TPB was being asked to approve the scope of work for that process. She said that in November, staff will bring the draft results to the TPB and a 30-day public comment period will begin. The TPB will be asked to approve the conformity analysis at its December 19 meeting.

Mr. Donley moved approval of the scope. The motion was seconded by Ms. Krimm and was approved unanimously.

INFORMATION ITEMS

9. Update on TPB Bus on Shoulder Task Force Meeting *(previously Item 12 on the Agenda)*

Ms. Krimm updated the Board on a meeting of the TPB Bus on Shoulder Task Force that took place immediately prior to today's Board meeting. She told the Board that the meeting included: a summary of current and previous bus on shoulder experience in the region and elsewhere; an update from the Virginia Department of Transportation about a pilot program on I-66 for possible bus on shoulder operations that should be able to complement the work of the Task Force; and a report from the Maryland Department of Transportation about its previous and ongoing experience with bus on shoulder operations. Ms. Krimm said the meeting also involved a discussion of feasibility issues that could arise and that would need to be discussed before bus on shoulder could be implemented in the region.

Ms. Krimm told Board members that, if they have a potential corridor that they would like to be considered for potential bus on shoulder operations, they should send that information to Eric Randall, of TPB staff, as soon as possible. She said that the next meeting of the Task Force will take place at 10:00 a.m. on the day of the January meeting of the TPB.

Chair Turner asked that copies of the PowerPoint presentations that were given during the Task

Force meeting be made available to Board members. He then opened the floor to questions.

Mr. Snyder thanked Ms. Krimm and Mr. Zimmerman for their leadership in initiating the Task Force. He told the Board that the issue of safety was thoroughly discussed at the Task Force's meeting earlier in the day. He said that the group is considering safety very carefully, as there are a number of issues that need to be addressed prior to implementing bus on shoulder operations, including driver training, rules for driver use of shoulders, and coordinating with police and fire first responders.

Mr. Roberts asked whether any new bus on shoulder operations would accommodate only existing bus services, or whether it might accommodate new service too. He also asked what the source of funding would be for any new bus service.

Ms. Krimm responded by saying that the Task Force has not yet established the criteria for determining whether the study will apply only to existing service or will include potential new service.

10. Briefing on the COG Report: “Charged Up: Making Metropolitan Washington Electric Vehicle Ready” *(previously Item 9 on the Agenda)*

Joan Rohlfs of the COG Department of Environmental Programs provided the Board with an overview and introduction to a new report to be released by COG today about making metropolitan Washington ready for electric vehicles.

Ms. Rohlfs reported that the arrival of two electric vehicle models at area dealerships in early 2011 prompted questions about whether the region was prepared to handle future demand, and she said that two nearby regions – Baltimore and Richmond – had received federal stimulus funds to study electric vehicle readiness in those areas. As a result, COG hosted an electric vehicle forum in April 2011 and established a task force in September 2011 – consisting of jurisdiction and utilities representatives, and a wide variety of other stakeholders – to study electric vehicle readiness in the Washington region and to prepare a report.

Ms. Rohlfs said that the report cites the numerous benefits of electric vehicles – reduced tailpipe emissions of pollutants, fuel savings for drivers, and greater energy security thanks to reduced dependence on foreign oil – but acknowledged a number of obstacles – limited electric vehicle availability, slower-than-expected demand, high up-front ownership costs, and a skepticism and anxiety among consumers about the limited range of electric vehicles. She said the final issue, known as “range anxiety,” raises the specific issue of investing in additional infrastructure.

Ms. Rohlfs said the report also includes an examination of: local government policies regarding permitting and inspection for charging stations and other infrastructure; regional registration information for hybrid-electric vehicles; information from the TPB's Household Travel Survey regarding average trip lengths in the Washington region; and the number and location of existing charging stations in the region. Together, she said, the information suggests a move toward

greater demand for electric vehicle infrastructure and a need to supply that infrastructure.

Ms. Rohlfs told the Board that the five main recommendations in the report are: 1) to form stakeholder partnerships to develop a business case for electric vehicles and to assess the potential for community return on investment; 2) to offer incentives such as preferred parking, HOV occupancy exceptions, or tax credits to encourage electric vehicle adoption; 3) to adopt electric permitting procedures that identify electric vehicle supply equipment installations and notify electric utilities of their locations; 4) to reach out to the public to promote electric vehicle adoption and to inform the public of its benefits; and 5) to revise comprehensive plans and zoning regulations so that they guide electric vehicle infrastructure development and ensure that the built environment can accommodate future electric vehicle supply equipment installations.

Chair Turner opened the floor to questions.

Mr. Wells asked whether the task force considered policies to support all-electric car-share fleets, like car2go and ZipCar.

Ms. Rohlfs said that the task force did look at fleets, both public fleets and rental car fleets. She said that the task force contacted Zipcar and others, who were involved in earlier meetings of the task force. She said the task force definitely supports increasing electric vehicle fleets, even if specific recommendations are not included in the final report.

Ms. Smyth thanked Ms. Rohlfs for referencing in her presentation the MITRE report on electric vehicle charging infrastructure recommendations for Fairfax County. She said that Board members who were interested in the report could request a copy from the County. She also said that Tesla, which is another electric car manufacturer, would soon be opening a showroom at Tysons Corner Center.

Mr. Wojahn asked whether the full report was available online, and also said that it would be helpful to learn from the task force about different funding models at the local level for expanding the infrastructure for charging stations, as well as opportunities for local governments to work with partners, facilitate public/private partnerships, and do other creative things to expand the number of charging stations.

Ms. Erickson informed the Board that Maryland has been involved in work related to electric vehicles for a few years, and that its Electric Vehicle Infrastructure Council issued a draft report in January about how to plan and accommodate electric vehicle expansion. She invited Board members to access the draft report, or the full report, which will be complete in December, for additional information about how to support electric vehicles.

Mr. Roberts asked what the task force saw in terms of the potential for private investment in electric vehicle infrastructure, not just investment by the public sector.

Ms. Rohlfs said that the task force has been thinking a lot about that question, and that the consensus among the task force, the states in the Northeast and the Mid-Atlantic, and among all

the Clean City Coalitions is that there will be less public investment in electric vehicle charging infrastructure and that public officials will be looking more to the marketplace – to developers, to building managers – for additional investment.

Mr. Ehrenrich asked whether the District of Columbia is still pursuing the installation of parking meters into which people can deposit money in return for power for recharging electric vehicles.

Mr. Zimbabwe said that there are a few such parking meters or recharging stations in the District, but that there have been challenges in replicating that elsewhere, in part because of the challenge of working with the utility companies to install them.

Mr. Snyder said that energy independence, which is one of the benefits of expanded electric vehicle use, is a goal that most people agree on, regardless of political perspective. He also said that he was impressed with the information from the TPB's Household Travel Survey, which Ms. Rohlfs referenced in her presentation. In particular, he said he was impressed by the number of short-distance trips that a typical household makes for which electric vehicles, with ranges shorter than gas-powered vehicles, could be used. He said that educating the public about this issue and urging the private sector to invest further in electric vehicles and electric vehicle infrastructure are both very important.

Mr. Groth pointed out that, in Charles County, there's a fair amount of private investment in electric vehicle charging stations already, including hotels and restaurants that have started to install such infrastructure. He also said that local governments need to think about encouraging developers and other private entities that are investing in electric vehicle infrastructure to provide higher voltage supplies at the stations they are installing, since a regular 110- or 120-volt connection can take up to eight hours to provide a full charge. He also said that local governments need to think about several other small details – like requiring or providing protective bollards around recharging stations – when figuring out how to support the spread of electric vehicle infrastructure.

Ms. Rohlfs said that the task force report includes a lot of those kinds of local zoning and planning considerations that Board members and other local officials might find useful.

Chair Turner asked whether the task force report includes best practices for public investment in electric vehicle infrastructure that local governments can use.

Ms. Rohlfs said that the report includes a lengthy reference section with a lot of examples about how public investment has occurred on the West Coast as well as in areas on the East Coast.

Chair Turner also asked whether the 133 publicly available charging stations that are referenced in the task force report are publicly owned or privately owned, and whether there is a charge for using them.

Ms. Rohlfs said that some are privately owned, and that there is inconsistency in whether stations charge users for electricity. She said there are a number of stations that don't charge anything.

She also reported that the task force will be investigating that issue further, including questions of how people will pay and what kind of credit cards they'll be able to use, among others.

Chair Turner returned to the question of private versus public investment, asking whether Ms. Rohlfs saw an opportunity for existing gas stations in the region to house recharging stations and how that payment system might work.

Ms. Rohlfs said that there are different models in use around the country, and she referenced the model in use in Houston, which is set up as a subscription service in which users pay for a certain amount of use per month and can use any in a network of recharging stations around the city.

Finally, Ms. Rohlfs reported to the Board that, once the report is adopted by the COG Board of Directors in November, the task force will host a meeting or panel to discuss the business case for electric vehicles, inviting General Motors, General Electric, and others to offer what they see as the future of electric vehicles in the United States and in the region. She said the group will also analyze more thoroughly the various trends and market projections that are available. She said that staff will let the Board know when those meetings are scheduled to take place.

11. Briefing on the Implementation of Capital Bikeshare *(previously Item 10 on the Agenda)*

Mr. Sebastian, of the District Department of Transportation, provided an update on Capital Bikeshare, the bicycle sharing system that exists in the District, Alexandria, and Arlington, and is expected to expand soon to Montgomery County and Rockville. He discussed the program's history and how the system is used. He provided a summary of ridership, and explained some results received through a member survey, including that 80% of respondents say they bike more often and 40% say they drive less. He reported on the cost savings of the program for both users and for individual jurisdictions, and discussed some key aspects to running the program on a regional level. He also presented data that was collected by the TPB on the overall benefit to a bikeshare program, which was collected as part of the process for submitting a grant under the first TIGER program. He concluded by thanking the Federal Highway Administration for providing funding to launch the program.

Mr. Wells said that the success of the Capital Bikeshare Program could provide some instructional relevance for electric cars, particularly with regard to the use of solar power.

Mr. Sebastian replied that Capital Bikeshare uses a new type of energy system that allows for flexibility in locating docking stations, and added that they can be moved easily as needed.

Mr. Wells asked how the docking stations are powered.

Mr. Sebastian answered that solar power is the primary source of power. He said that the kiosks need to be exposed to the sun for three or four hours daily so that users can interact with the bikes. He added that the stations do not use power in absence of people, and that they are

powered by a couple of car-sized batteries that need to be charged every couple of years.

Mr. Erenrich expressed enthusiasm that Montgomery County and the City of Rockville will join Capital Bikeshare with 50 additional docking stations, which he said would substantially increase the program.

Mr. Emerine, who attended the TPB meeting for Ms. Tregoning, said that the success of Capital Bikeshare is a great example of the willingness of Washingtonians to latch onto an innovative transportation solution.

Mr. Sebastian agreed that people of the region are hungry for transportation options, and that this program provides an additional mode from which to choose.

Mr. Wojahn asked for information on the kind of critical mass of stations that would be necessary to make a bikeshare program successful in College Park.

Mr. Sebastian suggested that having a kiosk at a metro station and at the student union would be a good idea, and that adding more stations would allow for differing trip combinations. He said that the density of students would probably be favorable for the program, which he added could always grow to accommodate more trips.

Chair Turner asked how a bikeshare program might work in jurisdictions that are farther from the core that may not have direct access to transit.

Mr. Sebastian suggested that jurisdictions like Bowie and College Park could operate as satellites to the larger Capital Bikeshare program, where users may take a train to the outer jurisdiction, and use Bikeshare to get to their final destination from the train station.

Chair Turner said that Bowie State University is near the MARC station, and that this could be an interesting program to consider. He added that he'd like to see how it works out in Montgomery County and Rockville.

Mr. Kirby commented that, because jurisdictions must enter into individual, separate contracts to implement Capital Bikeshare, informal regional coordination has been a key feature of the program's success.

Chair Turner thanked Mr. Kirby for pointing this out, and thanked Mr. Sebastian for his report.

12. Update on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign *(previously Item 11 on the Agenda)*

Mr. Dunckel, the Pedestrian Safety Coordinator for Montgomery County, provided a briefing on the evaluation of the Fall 2011 and Spring 2012 campaigns. He provided an overall context by discussing regional trends in traffic fatalities, including the growing percentage of bicycle and

pedestrian fatalities. He summarized the Street Smart program, including its funding sources, which changed in 2013 to include contributions through COG dues from all member jurisdictions. He discussed the role of the Street Smart Advisory Group, which he said will now include a member of the Citizens Advisory Committee, reviewed last year's campaign, and provided an overview of the planning for the Fall 2012 and Spring 2013 campaigns. He discussed the evaluations of each campaign each year, the campaign's long-term results, and upcoming next steps, which include working with a new consultant. He mentioned that the fall campaign is scheduled to kick off on November 14 in Loudoun County.

Mr. Mendelson commented that he felt that the campaign is too episodic and should be more sustained throughout the year.

Mr. Dunckel agreed, and said that the new consultant has developed a way to overcome the episodic nature of the semi-annual campaign. He also mentioned other media mechanisms that will be put in place, such as a PSA network, that will result in free constant attention to the issues surrounding pedestrian safety as a way to make the campaign more continuous.

Mr. Mendelson expressed a desire to review a series of best practices of regulations, rules, and law related to bicycle and pedestrian safety.

Mr. Dunckel replied that different jurisdictions and states have differing pedestrian laws, and added that there is a lot of good thinking occurring in the advisory committee regarding best management practices.

Mr. Mendelson said that it would be helpful to have model legislative language for jurisdictions to review so that they could take this language to their respective state legislatures.

Mr. Farrell responded that the Bicycle and Pedestrian Subcommittee has come to the consensus that there is a lot of variation as well as commonality in pedestrian law among the states in our region. He added the importance of considering interpretation of laws, as well as enforcement. He said that creating a best practices report on pedestrian safety could be something for the subcommittee to address in greater depth.

Mr. Mendelson emphasized the importance of having model language.

Mr. Dunckel said that this sort of work is a great example of the role of the subcommittee, and cited a recent session on the new AASHTO guidelines for the best bicycle facilities.

Mr. Mendelson pointed out that this session was on bicycle facilities, not law.

Mr. Dunckel replied that legislation and facilities are two areas covered by the subcommittee, among many others.

Mr. Mendelson said that legislators are trying to devise ways to develop laws that improve bicycle and pedestrian safety. He said, based on his experience in several District hearings on

bicycle and safety enforcement, he was not convinced that the District has the appropriate law, and is looking for a resource for model language. He said he believed the subcommittee, through its regular operational work, would be a perfect conduit to help assemble model language to protect cyclists.

Mr. Dunckel agreed.

Chair Turner asked the subcommittee to reply to Mr. Mendelson.

Mr. Erenrich, responding to Mr. Mendelson's first comment regarding a continuous program, said that Montgomery County puts Street Smart posters on its Ride-On buses year round. He asked if other jurisdictions could do the same.

Mr. Dunckel said that the Street Smart contract with Montgomery County has a provision for county-sponsored advertising, and encouraged other jurisdictions to create similar opportunities.

Mr. Erenrich asked if Mr. Dunckel could approach individual bus operators to post Street Smart information.

Mr. Dunckel replied that this was a good idea, and said he could do so.

Mr. Weissberg asked for clarification on how the new campaign strategy will be tailored to the specific needs of different jurisdictions.

Mr. Dunckel said that the new campaign is a work in progress, and that the first meeting to discuss the new campaign will be Monday October 22. He acknowledged the region's diversity.

Mr. Weissberg advocated for receiving the best practices that Mr. Mendelson discussed.

Mr. Dunckel agreed that some best practice issues could be shared among jurisdictions.

Mr. Wells asked if there is interaction between the subcommittee and the District of Columbia Pedestrian Advisory Council and/or the District of Columbia Bicycle Advisory Council. He also asked whether the number of bicycle and pedestrian fatalities and injuries for DC are decreasing faster than at the national level.

Mr. Dunckel confirmed that the DC fatality numbers are improving, as are those in Montgomery County. He added that TPB staff has an open invitation policy to anyone interested in attending subcommittee meetings. He encouraged representatives from the DC Pedestrian Advisory Council and the DC Bicycle Advisory to attend any future meeting. He added that the group is looking to build a web of people involved in working for pedestrian and bicycle safety improvements.

Mr. Wells asked for confirmation about whether a formal relationship exists.

Mr. Farrell responded that there is close coordination between the pedestrian safety program and the District.

Mr. Wells thanked Mr. Ferrell and Mr. Dunckel

Mr. Dunckel asked for clarification if there were advisory groups to the District transportation committees.

Mr. Wells replied that the two official councils are the Pedestrian Advisory Council and the Bicycle Advisory Council. He said they have appointed members and terms, and provide legislative recommendations.

Mr. Dunckel thanked Mr. Wells.

Chair Turner thanked Mr. Dunckel for the presentation.

Mr. Dunckel encouraged members of the TPB to review a written summary of the 2012 campaign, which was made available at the meeting.

Chair Turner thanked Mr. Dunckel. He asked Mr. Kirby and TPB staff to provide a status report before the year's end about the Complete Streets survey that resulted from The Complete Streets Policy for the National Capital Region that was adopted by the TPB in May. He reminded members of the TPB about election day on November 6, and encouraged members to support candidates who support transportation. He wished everyone a happy Thanksgiving, and remarked that the next TPB meeting will be held after the Thanksgiving holiday on November 28.

13. Other Business

There was no other business brought before the TPB.

14. Adjourn

The meeting was adjourned at 2:06pm.

TPB Technical Committee Meeting Highlights

November 2, 2012

The Technical Committee met on November 2 at COG. Five items were reviewed for inclusion on the TPB agenda on November 28.

- TPB agenda Item 8

Since the FY 2013 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect updates in new FY 2013 funding and adjustments in the unobligated FY 2011 funding. The Committee was briefed on an amendment to revise the budget and work elements to reflect the funding changes. The TPB will be asked to approve this amendment at it November 28 meeting.

- TPB agenda Item 9

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 briefed on the draft analysis for the 2015 forecast year air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP which was released for public comment on November 15. The TPB will be asked to approve the air quality conformity assessment at its December 19 meeting.

- TPB agenda Item 10

The 2012 CLRP was adopted by the TPB on July 18, 2012. The Committee was briefed on the draft 2012 CLRP brochure which describes what is in the plan and how the plan performs.

- TPB agenda Item11

MAP- 21 established the Transportation Alternatives Program to fund small projects considered "alternatives" to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails. The Committee was briefed on the new program and the potential role of the TPB in the selection of projects under the program.

- TPB agenda Item 12

On October 10, 2012, FTA issued interim guidance on MAP-21 which states that the MPO should initiate discussions on the designated recipient for the new Section 5310 program. The Committee was briefed on how the new program changed the three former FTA programs: Job Access and Reverse Commute, New Freedom, and Elderly and Disabled; and on potential Designated

Recipient(s) for this program in the Washington DC-VA-MD Urbanized Area.

Three items were presented for information and discussion:

- MAP-21 calls for MPOs and DOTs to establish and use a performance-based approach to transportation decision making to support seven national goals. It calls for USDOT to establish performance measures related to seven national goals for planning processes, and for DOTs, transit agencies, and MPOs to establish performance targets using these measures. The Committee was briefed on the performance-based approach using performance measures and targets and on the status of USDOT activities to establish measures.
- WMATA staff briefed the Committee on a new strategic plan initiative called “Momentum: The Next Generation of Metro,” and ongoing public outreach activities. The WMATA general manager is scheduled to brief the TPB on this initiative at its December 19 meeting.
- The Committee was updated on the final Congestion Management Process (CMP) Technical Report which serves as a detailed technical supporting document to the CMP component of the CLRP.

TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES

DISTRICT OF COLUMBIA ATTENDANCE - November 2, 2012

FEDERAL/OTHER

DDOT	Mark Rawlings		
	Anthony Foster	FHWA-DC	-----
DCOP	-----	FHWA-VA	-----
<u>MARYLAND</u>		FTA	Melissa Barlow
		NCPC	-----
Charles County	-----	NPS	-----
Frederick Co.	Ron Burns	MWAQC	-----
City of Frederick	-----		
Gaithersburg	-----	<u>COG Staff</u>	
Montgomery Co.	-----		
Prince George's Co.	-----	Ron Kirby, DTP	
Rockville	-----	Gerald Miller, DTP	
M-NCPPC		Nicholas Ramfos, DTP	
Montgomery Co.	Gary Erenrich	Mark Pfoutz, DTP	
Prince George's Co.	Abul Hassan	Robert Griffiths, DTP	
MDOT	Lyn Erickson	Elena Constantine, DTP	
	-----	Jane Posey, DTP	
MTA	-----	Andrew Austin, DTP	
Takoma Park	-----	Daivamani Sivasailam, DTP	
		Rich Roisman, DTP	
<u>VIRGINIA</u>		Dan Sonenklar, DTP	
		John Swanson, DTP	
Alexandria	Pierre Holloman	Wendy Klancher, DTP	
Arlington Co.	Dan Malouff	<u>Andrew Meese</u> , DTP	
City of Fairfax	Alexis Verzosa	Sarah Crawford, DTP	
Fairfax Co.	Mike Lake	Ben Hampton, DTP	
Falls Church	-----	Jonathan Rogers, DTP	
Loudoun Co.	Robert Brown	Ron Milone, DTP	
Manassas	-----	Dusan Vuksan, DTP	
Prince William Co.	Monica Backmon	Eric Randall, DTP	
NVTC	Claire Gron	Jinchul Park, DTP	
PRTC	Nick Alexandrow	Paul DesJardin, DCPS	
VRE	Christine Hoeffner	Wenjing Pu, DTP	
VDOT	Kanathur Srikanth	Joan Rohlf, DEP	
VDRPT	Amy Inman	Sunil Kumar, DEP	
	Tim Roseboon		
NVPDC	-----	Other Attendees	
VDOA	-----		
<u>WMATA</u>		Randy Carroll, MDE	
		Moji Jimoh, WMATA	
		Bill Orleans, HACK	
WMATA	Mark Kellogg		
	Tom Harrington		

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

November 15, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on November 2, 2012, the TPB Steering Committee approved the following resolutions:

- SR7-2013: Resolution to amend the FY 2013 Unified Planning Work Program (UPWP) to modify project budgets in the Virginia Technical Assistance Program
- SR8-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify the project description and funding for MD 223 from Steed Road to MD 4, as requested by the Maryland Department of Transportation (MDOT)

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

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

**RESOLUTION TO AMEND THE FY 2013 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO MODIFY PROJECT BUDGETS IN THE VIRGINIA TECHNICAL
ASSISTANCE PROGRAM**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2013 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2012; and

WHEREAS, the Virginia Department of Transportation (VDOT) has found it necessary to periodically reallocate portions of the funding in the Virginia Technical Assistance Program in the UPWP to meet current priorities; and

WHEREAS, VDOT has requested a modification to its Technical Assistance Program to amend three project budgets as follows: reprogram the current budget of \$125,000 in project C 3. Travel Demand Modeling to project C 4. Regional and Sub-Regional Studies (new budget \$542,641), and reprogram the entire budget of \$86,048 for project C 5. Other Tasks to be Defined to project C 3. Travel Demand Modeling (new budget \$86,048);

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2013 UPWP to change the budget amounts in the Virginia Technical Assistance Program for project C 3. Travel Demand Modeling to \$86,048, project C 4. Regional and Sub-Regional Studies to \$542,641, and to delete project C 5. Other Tasks to be Defined.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
November 2, 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
MODIFY THE PROJECT DESCRIPTION AND FUNDING FOR MD 223 FROM
STEED ROAD TO MD 4, 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 November 2, 2012, MDOT has requested an amendment to the FY 2013-2018 TIP to change the description for the MD 223 from Steed Road to MD 4 project, and to move \$100,000 in STP funding from FY 2012 to FY 2014, 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 change the description for the MD 223 from Steed Road to MD 4 project, and to move \$100,000 in STP funding from FY 2012 to FY 2014, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 2, 2012.



Maryland Department of Transportation
The Secretary's Office

November 2, 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

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

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 reflect a revision in both the description and the cash flow for the MD 223, Piscataway Road project. The project is moving forward as a corridor study and the project description is proposed as follows:

Current Description: Reconstruct MD 223 from Steed Road to MD 4.
Revised Description: A study to establish a long term vision for the MD 223 corridor, from Steed Road to MD 4.

The cash flow is also proposed to be revised. The corridor study was originally scheduled to begin in Fiscal Year 2012, but will now be initiated in FY 2013. Accordingly, funding that was previously programmed in the TIP for FY 2012 has now been shifted to FY 2013. No new funding has been added to the project.

Current Cash Flow (\$000)	Phase	FY12	FY13	FY14
TIP ID #4885	Study	100	500	400

Revised Cash Flow (\$000)	Phase	FY12	FY13	FY14
TIP ID #4885	Study	0	500	500

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its November 2, 2012 meeting.

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, Manager
Office of Planning and Capital Programming

The Honorable Todd M. Turner
Page Two

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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

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

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: October 31, 2012

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region - for MD 223, Piscataway Road; TIP ID #4885

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 a revision in both the description and the cash flow for the subject project, which at one time was funded for Project Planning. The project is no longer funded for the Project Planning phase, however, it is moving forward as a corridor study. Accordingly, the project description is being modified as follows:

Current Description: Reconstruct MD 223 from Steed Road to MD 4
(Reference MDOT Control # 13-08)

Revised Description: A study to establish a long-term vision for the MD 223 corridor, from Steed Road to MD 4.

The corridor study was originally scheduled to begin in Fiscal Year 2012. However, the project initiation was delayed and, thus, the project will now be initiated in Fiscal Year 2013. Accordingly, that funding that was previously programmed in the TIP for Fiscal Year 2012 has now been shifted to Fiscal Year 2013. No new funding has been added to the project.

<i>Current Cash Flow (\$000)</i>	Phase	FY 12	FY 13	FY 14
TIP ID #4885	Study	100	500	400

<i>Revised Cash Flow (\$000)</i>	Phase	FY 12	FY 13	FY 14
TIP ID #4885	Study	0	500	500

Mr. Don Halligan
Page Two

After your review, please forward this request to the Metropolitan Washington Council of Governments (MWCOG). 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

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

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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MDOT/State Highway Administration

Secondary

MD 223, Piscataway Road

TIP ID: 4885 Agency ID: PG5811 Title: MD 223 from Steed Road to MD 4 Complete: 2025

Facility: MD 223	STP	80/20/0	500 d	500 d					1,000
From: Steed Road									Total Funds: 1,000
To: MD 4									

Description: A study to establish a long term vision for the MD 223 corridor, from Steed Road to MD 4.



Administrative Modification - Change Project Limits	Approved on: 8/29/2012
Change the terminal limit of the project from MD 5 to MD 4. This is a reconstruction project, so there are no Conformity impacts.	
Change Description and Delay Funding	Approved on: 11/2/2012
This amendment revises the description from "Reconstruct MD 223 from Steed Road to MD 4" to "A study to establish a long term vision for the MD 223 corridor, from Steed Road to MD 4"; and moves \$100,000 in PE funding from FY 2012 to FY 2014.	

ITEM 8 – Action
November 28, 2012

Approval of an Amendment to the FY 2013 Unified Planning Work Program (UPWP) to Revise the Budget and Work Elements

Staff Recommendation: Receive briefing on revisions to the FY 2013 UPWP budget and work elements to reflect funding changes, and adopt Resolution R4-2013 to amend the FY 2013 UPWP to revise the budget and work elements.

Issues: None

Background: Since the FY 2013 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect changes in new FY 2013 funding and adjustments in the unobligated FY 2011 funding.

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

**RESOLUTION TO AMEND THE FY 2013 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO REVISE THE BUDGET AND WORK ELEMENTS**

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2013 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2012; and

WHEREAS, the approved budget for the FY 2013 UPWP was based upon funding allocations of FTA Section 5303 and FHWA funding by the DOTs that were assumed to be similar to the previous year; and

WHEREAS, after the enactment of MAP-21 in July, the final FY 2013 funding allocations for the UPWP were determined by the District of Columbia Department of Transportation (DDOT), Maryland Department of Transportation (MDOT), and Virginia Department of Transportation; and

WHEREAS, the changes in commitments are shown in italics for each "New FY 2013" row in the attached Table 1 from the FY 2013 UPWP that was approved by the TPB in March, and these allocations provide a **net decrease of \$547,691** (including state and local matching funds) in new FY 2013 funding for the UPWP relative to the totals included in the FY 2013 UPWP approved in March; and

WHEREAS, based upon information provided by MDOT and VDOT adjustments to the "unobligated FY 2011" funding totals, shown for each "unobligated FY 2011" row in the attached Table 1 from the FY2013 UPWP, provide a **net increase of \$478,271** in the total unobligated funding; and

WHEREAS, the net result is a **reduction of \$69,420** for the total FY 2013 budget as shown in italics in the attached Table 1 from the FY 2013 UPWP approved by the TPB on March 21, 2012; and

WHEREAS, because the technical assistance funding level for each state is an agreed percentage of the total new FY 2013 funding provided through the respective state and

the technical assistance funding level for WMATA is an agreed percentage of the new FTA 2013 funding, the budgets for the technical assistance programs in the District and Maryland will decrease by \$68,982 and \$24,976 respectively, while the Virginia and WMATA programs will increase by \$20,021 and \$5,982 respectively, as shown in italics in the attached Table 2 from the FY 2013 UPWP; and

WHEREAS, since the technical assistance program funding decreases by a net of \$67,955 and the core program funding is reduced by \$1,465 to produce the reduction of \$69,420 for the total FY 2013 budget, as shown in italics in the attached Table 2 from the FY 2013 UPWP; and

WHEREAS, to account for this small core program budget reduction, the budget for work activity 1.I DTP Management is reduced by \$1,465; and

WHEREAS, the changes to the budgets and work activities in the technical assistance program are shown in Appendix I; and

WHEREAS, at its November 2 meeting, the TPB Technical Committee was briefed on the proposed amendment to the budget and work activities in the FY 2013 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2013 UPWP to include the budget revisions shown on the attached Table 1 and Table 2, and to work activity budgets and narratives as presented in Appendix I.

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

MEMORANDUM

November 15, 2012

TO: Transportation Planning Board

FROM: Gerald Miller
Director, Program Coordination
Department of Transportation Planning

SUBJECT: Briefing on Amendment to the FY 2013 Unified Planning Work Program (UPWP) to Revise the Budget

Proposed FY 2013 UPWP Budget Revisions

Since the FY 2013 UPWP was approved in March, the funding allocations provided by DDOT, MDOT and VDOT have been revised to reflect changes in new FY 2013 funding and adjustments in the unobligated FY 2011 funding. This memorandum describes an amendment to revise the budget and work activities to reflect the funding changes. The TPB will be asked to approve this amendment at its meeting on November 28.

On March 21, 2012, the TPB approved the budget for the FY 2013 UPWP, which includes “new FY 2013 funds” that come from the federal FY 2012 budget and “unobligated FY 2011 funds” that are unexpended funds from the completed FY 2011 UPWP. As described below, the new funding total needs to be decreased by \$547,691 and the unobligated FY 2011 total needs to be increased by \$478,271. **The net result is a decrease of \$69,420 for the total FY 2013 UPWP budget.**

Changes to the New FY 2013 Funding Totals

Because the federal FY 2012 budget had not been approved in February in time for the FY 2013 UPWP to be approved by the TPB in March, we assumed the allocations of new FY 2013 FTA Section 5303 and FHWA PL funding to be provided by the DOTs would be similar to the previous year. After the enactment of MAP-21 in July, the final federal FY 2012 MPO planning allocations, which determine the new FY 2013 funding for the UPWP, were determined by the DDOT, MDOT and VDOT. The commitments are shown in italics for each “New FY 2013” row in the attached Table 1 from the FY 2013 UPWP that was approved by the TPB in March. These allocations provide **a net decrease of \$547,691** (including state and local matching funds) in new FY 2013 funding for the UPWP relative to the totals included in the FY 2013 UPWP approved in March.

Changes to the Unobligated FY 2011 Funding Totals

Based upon information from MDOT and VDOT some adjustments to the “unobligated FY 2011” assumed funding totals are needed. The adjustments to the FTA and FHWA totals are shown in for each “unobligated FY 2011” row in the attached Table 1 from the FY2013 UPWP. These adjustments result in a **net increase of \$478,271** in the total unobligated FY2011 funding.

Changes to the Technical Assistance and Core Program Budgets

As shown in Table 1, the FY 2013 UPWP budget **is decreased by a total of \$69,420** relative to the total approved by the TPB in March.

The technical assistance funding level for each state is an agreed percentage of the total new FY 2013 funding provided through the respective state. The technical assistance funding level for WMATA is an agreed percentage of the new FTA 2013 funding. Therefore, the budgets for the technical assistance programs in the District and Maryland will decrease by \$68,982 and \$24,976 respectively, while the Virginia and WMATA programs will increase by \$20,021 and \$5,982 respectively.

Because the total for all of the **technical assistance programs decreases by \$67,955 the net total funding for the core work program decreases by \$1,465**. To account for this small core program budget reduction of \$1,465, the budget for ***work activity 1.1 DTP Management*** will be reduced by \$1,465.

The proposed budget changes for the Technical Assistance Program and for the work activity in the core work program are shown in italics on the attached Table 2 from the FY 2013 UPWP approved in March. The changes to the budgets and work activities in the technical assistance program are shown in Appendix I.

TABLE 1 Amend
FY 2013 TPB PROPOSED FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2012 to June 30, 2013)

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	CHANGE IN FHWA FUNDING	TOTALS	CHANGE IN TOTAL FUNDING	
ALLOTMENTS PROVIDED BY DDOT						
NEW FY 2013	+27,023	441,149	2,311,591	-538,008	2,752,740	-510,985
UNOBLIGATED FY 2011		37,623	197,140		234,763	
CARRYOVER FY 2012					0	
SUBTOTAL	+27,023	478,772	2,508,731	-538,008	2,987,503	-510,985
ALLOTMENTS PROVIDED BY MDOT						
NEW FY 2013	+47,133	1,087,238	3,527,477	-232,139	4,614,715	-185,006
UNOBLIGATED FY 2011	+109,105	92,723	300,836	+213,894	393,559	+322,999
CARRYOVER FY 2012		89,529	290,471		380,000	
SUBTOTAL	+156,238	1,269,490	4,118,784	-18,245	5,388,274	+137,999
ALLOTMENTS PROVIDED BY VDRPT & VDOT						
NEW FY 2013		912,243	2,859,626	+148,300	3,771,869	+148,300
UNOBLIGATED FY 2011		77,799	243,879	+155,272	321,678	+155,272
CARRYOVER FY 2012		83,316	261,173		344,489	
SUBTOTAL		1,073,358	3,364,678	+303,572	4,438,036	+303,572
TPB BASIC PROGRAM						
TOTAL NEW FY 2013	+74,156	2,440,630	8,698,694	-621,847	11,139,324	-547,691
UNOBLIGATED FY 2011	+109,105	208,145	741,855	+369,166	950,000	+478,271
SUBTOTAL	+183,261	2,648,775	9,440,549	-252,681	12,089,324	-69,420
TOTAL CARRYOVER FY 2012		172,845	551,644		724,489	
TOTAL BASIC PROGRAM	+183,261	2,821,620	9,992,193	-252,681	12,813,813	-69,420
GRAND TOTAL	+183,261	2,821,620	9,992,193	-252,681	12,813,813	-69,420

"New FY2013 funds" are newly authorized funds for the FY2013 UPWP

"Unobligated FY2011 funds" are unexpended funds from the completed FY2011 UPWP

"Carryover FY2012 funds" are programmed from the FY2012UPWP to complete specific work tasks in the FY2013 UPWP

**TABLE 2 Amend
TPB FY 2013 WORK PROGRAM BY FUNDING SOURCES**

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	15,490	55,210	
B. Transp Improvement Program (TIP)	240,600	52,716	187,884	
C. Constrained Long-Range Plan	588,400	128,919	459,481	
D. Financial Plan	64,000	14,022	49,978	
E. Public Participation	421,900	92,438	329,462	
F. Private Enterprise Participation	18,300	18,300		
G. Annual Report	80,100	17,550	62,550	
H. Transportation/Land Use Connection Progr	395,000	86,545	308,455	
I. DTP Management	-1,465	99,061	353,063	
Subtotal	2,331,124	525,041	1,806,083	
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	205,000	44,916	160,084	
B. Management, Operations, and ITS Planning	340,300	74,560	265,740	
C. Emergency Preparedness Planning	75,400	16,520	58,880	
D. Transportation Safety Planning	125,000	27,388	97,612	
E. Bicycle and Pedestrian Planning	108,700	23,816	84,884	
F. Regional Bus Planning	100,000	21,910	78,090	
G. Human Service Transportation Coordination	114,800	25,153	89,647	
H. Freight Planning	150,000	32,865	117,135	
I. MATOC Program Planning Support	120,000	26,292	93,708	
Subtotal	1,339,200	293,419	1,045,781	
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	123,397	439,803	
B. Mobile Emissions Analysis	640,100	140,246	499,854	
C. Regional Studies	516,300	113,122	403,178	
D. Coord Coop Forecasting & Transp Planning	806,800	176,770	630,030	
Subtotal	2,526,400	553,535	1,972,865	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	769,700	168,642	601,058	
B. GIS Technical Support	548,800	120,242	428,558	
C. Models Development	1,071,200	234,700	836,500	
D. Software Support	178,900	39,197	139,703	
Subtotal	2,568,600	562,781	2,005,819	
5. TRAVEL MONITORING				
A. Cordon Counts	250,800	54,950	195,850	
B. Congestion Monitoring and Analysis	350,000	76,685	273,315	
C. Travel Surveys and Analysis				
Household Travel Survey	706,300	154,751	551,549	
D. Regional Trans Data Clearinghouse	317,900	69,652	248,248	
Subtotal	1,625,000	356,038	1,268,962	
Core Program Total (I to V)	-1,465	10,390,324	2,290,814	8,099,510
6. TECHNICAL ASSISTANCE				
A. District of Columbia	-68,982	371,600	55,967	315,633
B. Maryland	-24,976	1,003,000	151,063	851,937
C. Virginia	+20,021	853,689	128,575	725,114
D. WMATA	+5,982	195,200	195,200	
Subtotal	-67,955	2,423,489	530,806	1,892,683
Total, Basic Program	-69,420	12,813,813	2,821,620	9,992,193
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Ground Access Element Update - Phase 1		180,800		180,800
B. Process 2011 Air Passenger Survey - Phase 2		115,000		115,000
C. Update Ground Access Forecasts - Phase 1		50,000		50,000
Subtotal		345,800		345,800
GRAND TOTAL	-69,420	13,159,613	2,821,620	345,800

Appendix I: Amendments to FY 2013 UPWP

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA page 6

B. MARYLAND page 6

C. VIRGINIA page 7

D. WMATA page 7

Deletions to text is shown in ~~strikeout~~ **and additions in bold.**

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

~~3. Bicycle Counts~~

~~This task includes collection of bicycle counts at locations specified by DDOT staff.~~

~~_____ Cost Estimate: _____ \$55,000~~

~~_____ Product: _____ Bicycle count files~~

~~_____ Schedule: _____ June 2013~~

6. Other Tasks to be Defined

Other tasks are anticipated but not yet defined

Cost Estimate: ~~\$31,600~~ **17,618**

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: ~~\$371,600~~ 302,618

B. MARYLAND

9. Other Tasks yet to be defined

Other tasks are anticipated but not yet defined. This project is established to account for TPB staff time spent in responding to requests for technical assistance by MDOT, SHA, other modals and jurisdictions whose scope of work or characteristics do not conform to the other work tasks of the Maryland Technical Assistance Program. Work under this project will be performed upon authorization by MDOT, SHA and/or other modals and jurisdictions.

Cost Estimate: \$40,000
 \$50,000 carryover from FY 2012
 ~~\$90,000~~ total **65,024**

TOTAL MARYLAND COST ESTIMATE: \$623,000
 \$380,000 carryover from FY 2012
 ~~\$1,003,000~~ **978,024** total

C. VIRGINIA

4. Regional and Sub-regional Studies

This project provides support for technical analysis for planning studies throughout the year as identified and requested VDOT and/or VDRPT. Work may include but not limited to technical support in ongoing corridor/subarea studies, initiation of new studies ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. The Commonwealth requires VDOT to review and comment on the technical reports for a variety of local development proposals. Such reports are referred to as "Section 527 reports." Tasks undertaken under this work element could involve staff assisting VDOT in the review and/or analysis of such Section 527 reports. Staff may also assist VDOT in its work on a system-wide evaluation designed to provide information relating to the effectiveness of ongoing and planned projects and programs aimed to address the congestions and mobility challenges in Northern Virginia. This evaluation could be examined in terms of level of service, delay, and other mobility criteria, which will be defined and estimated at the appropriate local, subarea, corridor and / or regional levels to enable a consistent assessment of specified projects/programs.

Cost Estimate: ~~\$542,641~~ **562,662**

Products: Travel demand modeling and technical analysis in support of Northern Virginia regional and sub-regional planning studies

Schedule: On-going activity

Cost Estimate:

TOTAL VIRGINIA COST ESTIMATE: \$509,200
 \$344,489 carryover from FY 2012
 ~~\$853,689~~ **873,710** total

D. WMATA

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: ~~\$5,000~~ **10,982**

Schedule: on-going activity

TOTAL WMATA COST ESTIMATE: ~~\$195,200~~ **201,182**

ITEM 9 – Action
November 28, 2012

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)

Staff Recommendation: Receive briefing on the draft 2015 forecast year air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP.

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. On November 15, the assessment was released for a 30-day public comment period that will end on December 15. At the December 19 meeting, the Board will be asked to approve the air quality conformity assessment.

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

MEMORANDUM

November 13, 2012

To: Transportation Planning Board

**From: Jane Posey
Senior Transportation Engineer**

**Subject: Air Quality Conformity Update for the 2012 Constrained Long Range Plan (CLRP)
and the FY2013-2018 Transportation Improvement Program (TIP)**

BACKGROUND

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 was 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.

The current long range plan for the region is the 2012 CLRP. The Transportation Planning Board (TPB) approved a conformity analysis of the 2012 CLRP in July. Forecast years included: 2007, 2017, 2020, 2030, and 2040. Since there are no input changes to that analysis, it is not necessary to rerun all of the forecast years for the conformity determination required for the 2008 ozone NAAQS. However there is a requirement to complete an analysis of the 2015 attainment year. This report includes the data for all forecast years, including 2015, and represents a complete conformity analysis update of the 2012 CLRP.

INTRODUCTION

This memo documents summary results of the updated air quality conformity assessment of the 2012 CLRP and FY2013-2018 TIP with respect to the following pollutants:

- **Ozone Season Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x).** In May, 2007 the Metropolitan Washington Air Quality Committee (MWAQC) adopted the 8-hour Ozone State Implementation Plan (SIP) which included Mobile Budgets. On September 4, 2009, EPA found adequate the 2008 Reasonable Further Progress (RFP) budgets from that SIP. Once a SIP with budgets has been submitted and EPA finds those budgets adequate or approves the SIP, the budgets must be used for all conformity analysis until new budgets are approved, even if new NAAQS are set. The RFP budget for VOC is 70.8 tons/day, and for NO_x is 159.8 tons/day.

- **Fine Particles (PM_{2.5}).** In 2008 MWAQC approved a SIP to achieve the 1997 National Ambient Air Quality Standards (NAAQS) for PM_{2.5} that included mobile budgets. EPA never approved those budgets. On January 12, 2009, EPA determined that the region had attained the 1997 PM_{2.5} NAAQS and issued a clean data determination for the area. In early 2012 Virginia, Maryland, and the District of Columbia withdrew the SIP updates, including the mobile budgets. The withdrawal letters are included as Attachment A. 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. This criterion was established and applied, with the concurrence of MWAQC, in prior PM_{2.5} conformity assessments.
- **Wintertime Carbon Monoxide (CO).** The region is in maintenance for mobile source wintertime CO, and is required to show that pollutants do not exceed the approved budget of 1671.5 tons/day.

The analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NO_x, as well as wintertime CO, and are well below the 2002 base year levels for the PM_{2.5} pollutants.

The results, based upon analyses contained in the technical report, [Air Quality Conformity Update Of The 2012 Constrained Long Range Plan and FY2012-2018 Transportation Improvement Program For The Washington Metropolitan Region](#), will be released for public comment and interagency consultation on November 15, 2012. The public comment period will end on December 15, 2012.

TECHNICAL INPUTS

The Transportation Planning Board (TPB) approved the scope of work for the update to the conformity analysis of the 2012 CLRP and FY2013-2018 TIP on October 17, 2012. It approved the project submissions for this analysis on February 15, 2012.

Key technical inputs to the analysis include:

- Round 8.1 Cooperative Land Activity Forecasts
- The Version 2.3 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system and updated transit service
- 2012 CLRP and FY2013-2018 TIP Project Submissions
- 2011 Vehicle Registration Data
- EPA's Mobile6.2 Emissions Factor Model.

WORK ACTIVITIES

Staff prepared inventories for each pollutant for six forecast years (2007, 2015, 2017, 2020, 2030 and 2040). Ozone season pollutants (VOC and NO_x) and wintertime CO are inventoried for average weekday conditions, and precursor NO_x and direct PM_{2.5} are inventoried to reflect emissions on a yearly total basis. Staff applied seasonal adjustment factors to convert daily travel (annual average weekday traffic or AAWDT) to annual values.

These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the approved budgets.

Land Activity Forecasts

The COG Board approved the draft Round 8.1 Cooperative Forecasts for use in the air quality conformity analysis of the 2012 CLRP and FY2013-2018 TIP in February, 2012. The forecasts reflect both the small area land use distributions throughout the Washington region, and also the latest planning assumptions for areas that are outside the Washington region. Attachment B shows a summary of the Round 8.1 data.

Travel Modeling Process

Staff prepared travel demand forecasts for each of the analysis years using the Version 2.3 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and vehicle miles traveled (VMT) results through time for each conformity analysis year, for the full modeled area.

Emissions Factors

Staff developed emissions factors using EPA's MOBILE6.2 emissions model. This year's rates include 2011 VIN data. Emissions rates for each pollutant – shown illustratively for Fairfax County in Exhibits 3 and 4 -- were developed following execution of the model in one mph speed increments, by jurisdiction, for each analysis year. The chart shows significantly reduced rates through time, primarily due to the impacts of having cleaner fuel and vehicles in the fleet. Exhibit 5 presents direct PM_{2.5} emissions rates through time for each of the three seasons; data are arrayed in a bar chart since these emissions rates do not vary by vehicle speed.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

The average annual weekday travel forecasts (AAWDT) generated by the travel demand model were adjusted, using a 1.03 ozone season factor or a 0.96 winter season factor, to develop seasonally appropriate VMT estimates. Staff then applied the appropriate Mobile6.2 emissions factors to the travel demand forecasts to prepare mobile source emissions inventories for each forecast year. These emissions results for ozone season pollutants are summarized in Exhibits 6 and 7 and indicate total VOC and NO_x emissions for each analysis year. The charts show dramatic reductions throughout the period. Historical emissions reductions from the Clean Air Act amendments 1990 base have been well documented in the past. 2040 VOC and NO_x emissions represent about 14 percent and 9 percent, respectively, of their 1990 levels. The results reflect the impact of the cleaner fuel / fleet and related programs.

PM_{2.5} – Yearly Emissions

To develop the yearly total PM_{2.5} emissions, travel and emissions were estimated by applying (three) seasonal factors to the primary travel data, followed by applying emissions rates for each of the seasons, and summarizing to obtain yearly totals. Direct PM_{2.5} and precursor NO_x emissions are shown in Exhibits 8 and 9. The emissions reductions through time are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule.

2012 CLRP Emissions Inventories vs. Budgets

Exhibits 6-9 display net emissions for each forecast year. The charts show that emissions are within the mobile budgets for ozone season pollutants, and are not greater than 2002 levels for fine particles pollutants, for all forecast years. Wintertime CO emissions (contained in a full technical report but not summarized here) are also within the CO emissions budget.

Net Emissions Analysis

The emissions inventory data contained in Exhibits 6-9 reflect total mobile source network and off-network emissions. However, there are also emissions benefits associated with certain other transportation programs and projects. These benefits, estimated on an off-line basis, are also creditable in conformity analyses. Attachment C represents a summary table of these transportation emissions reduction measures, or TERMS, which have been previously planned or programmed by the TPB. They are arrayed in a ‘Tracking Sheet’ format to document the implementation status of each, with part A of the table documenting ozone season and part B documenting PM_{2.5} pollutants. The result of these measures, shown as the bottom line for each section of the table, amounts to additional reductions available for each of the pollutants. The benefits of these projects are not included at this time in the conformity analysis summary tables, but are available, if needed, to offset future emissions. Combining the emissions results in Exhibits 6-9 with the additional reductions from TERMS would further improve the emissions margins for each pollutant.

COMMENTS / RESPONSE TO COMMENTS

None at this time.

SUMMARY

The analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2012 CLRP and FY2013-2018 TIP.

Following: Exhibits 1- 9
Attachments A - C

EXHIBIT 1

Washington, D.C.- Maryland - Virginia Planning Areas

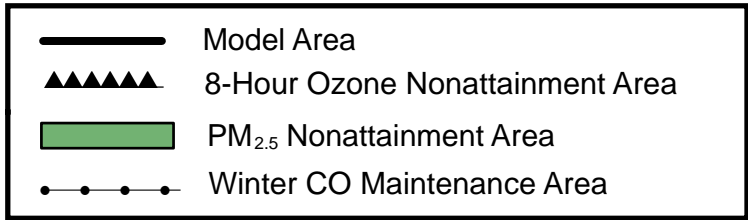
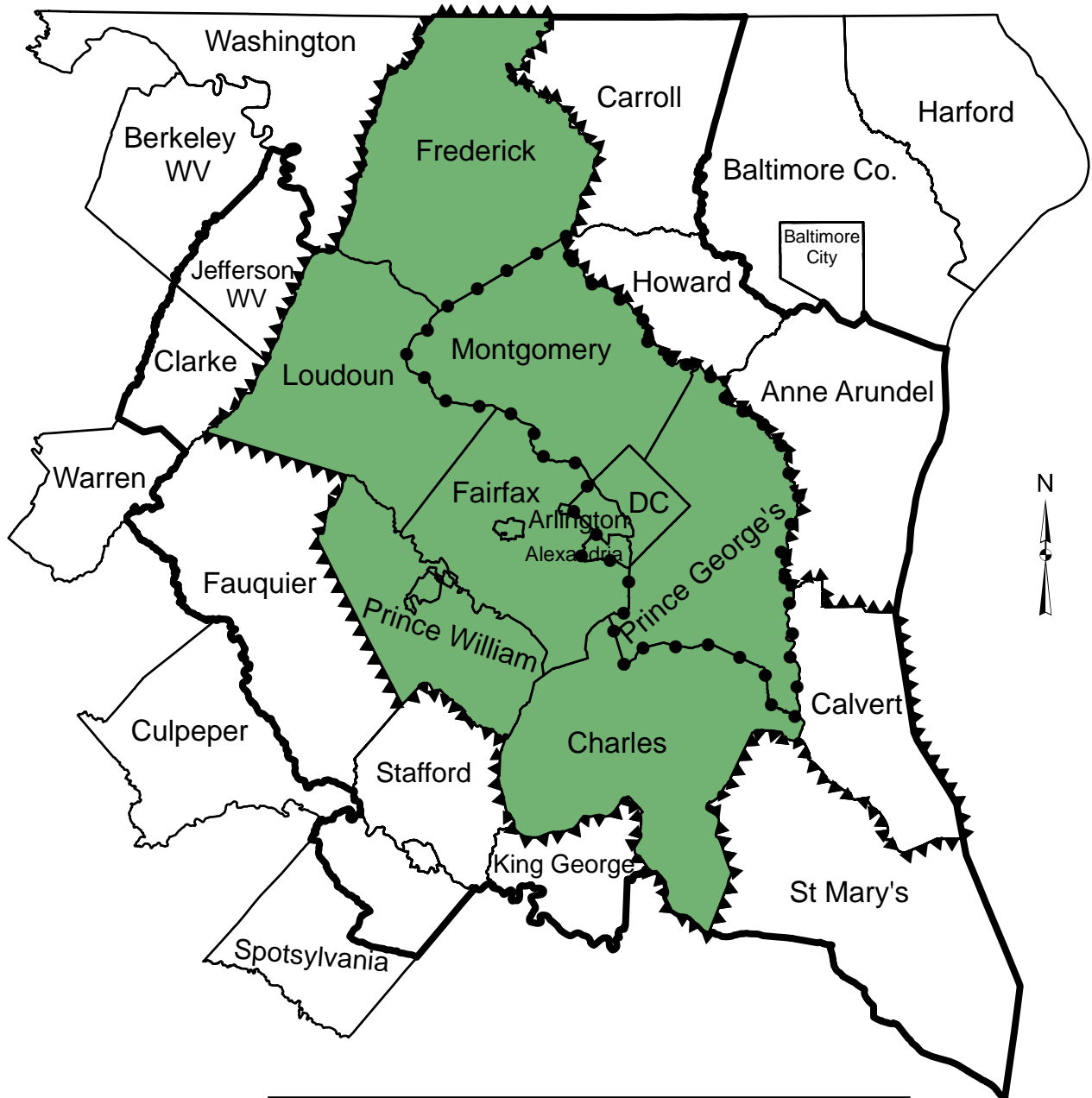


EXHIBIT 2
AIR QUALITY CONFORMITY UPDATE
Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	<u>2002</u>	<u>2007</u>	<u>2015</u>	<u>2017</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Transit Trips	1,092.5	1,158.5	1,295.1	1,361.8	1,425.7	1,542.0	1,628.4
Vehicle Trips	14,822.9	15,867.8	17,225.6	17,539.8	18,087.9	19,830.0	21,116.6
VMT	149,388.9	159,299.0	171,523.1	174,806.1	180,153.7	200,136.4	212,923.6

Adjustment Factors to Convert AAWDT to Appropriate Season:

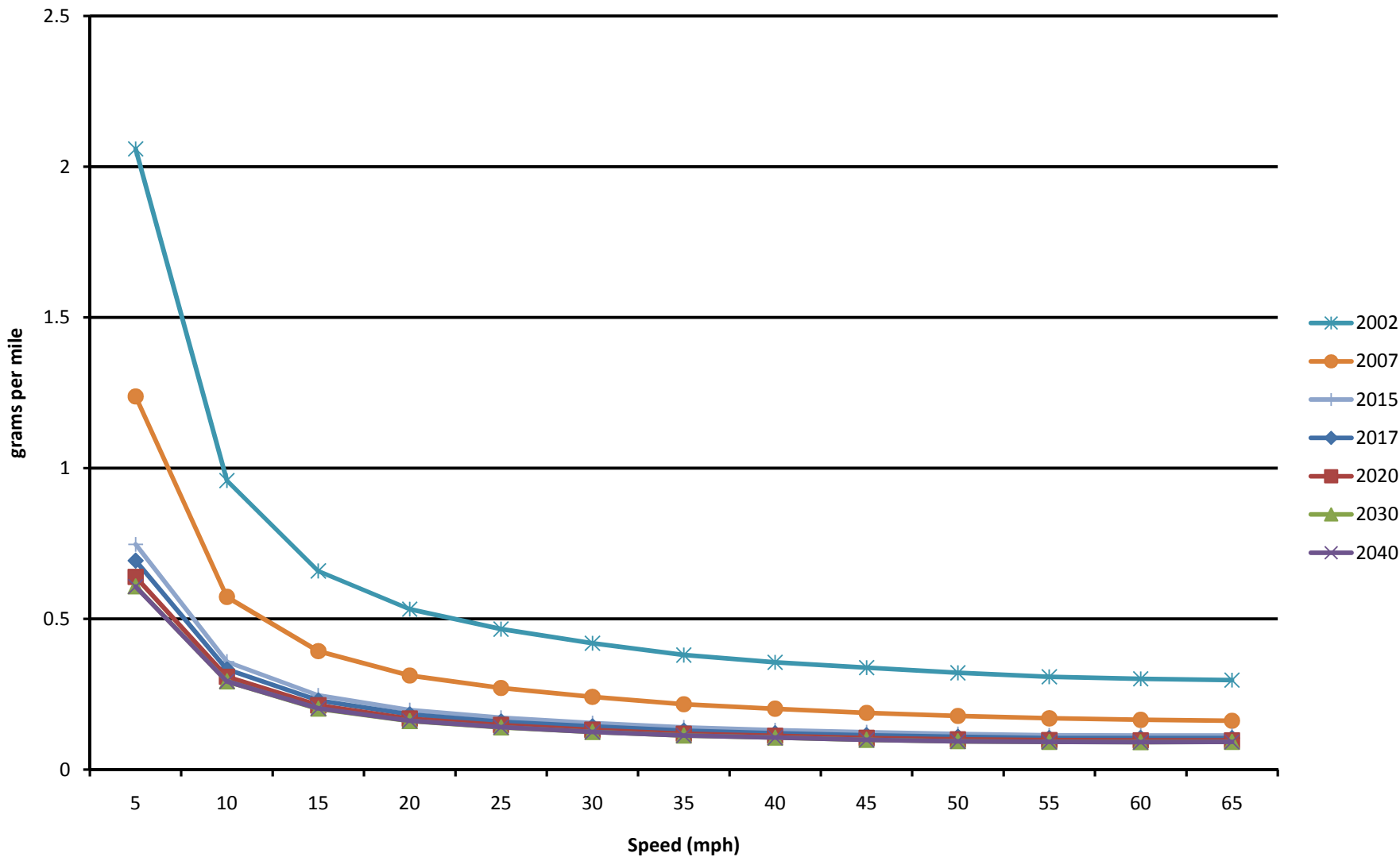
Ozone Season AWDT: 1.03

Winter Season AWDT: 0.96

PM2.5 Annual:

Season (ADT)	Factor
Season 1 (Jan- Apr)	0.9177
Season 2 (May- Sept)	0.9751
Season 3 (Oct- Dec)	0.9212

AIR QUALITY CONFORMITY UPDATE
VOC COMPOSITE MOBILE 6.2 FREEWAY RUNNING EMISSION RATES FOR
FAIRFAX COUNTY (2012 CLRP)



AIR QUALITY CONFORMITY UPDATE
NO_x COMPOSITE MOBILE6.2 FREEWAY RUNNING EMISSION RATES FOR FAIRFAX COUNTY (2012 CLRP)

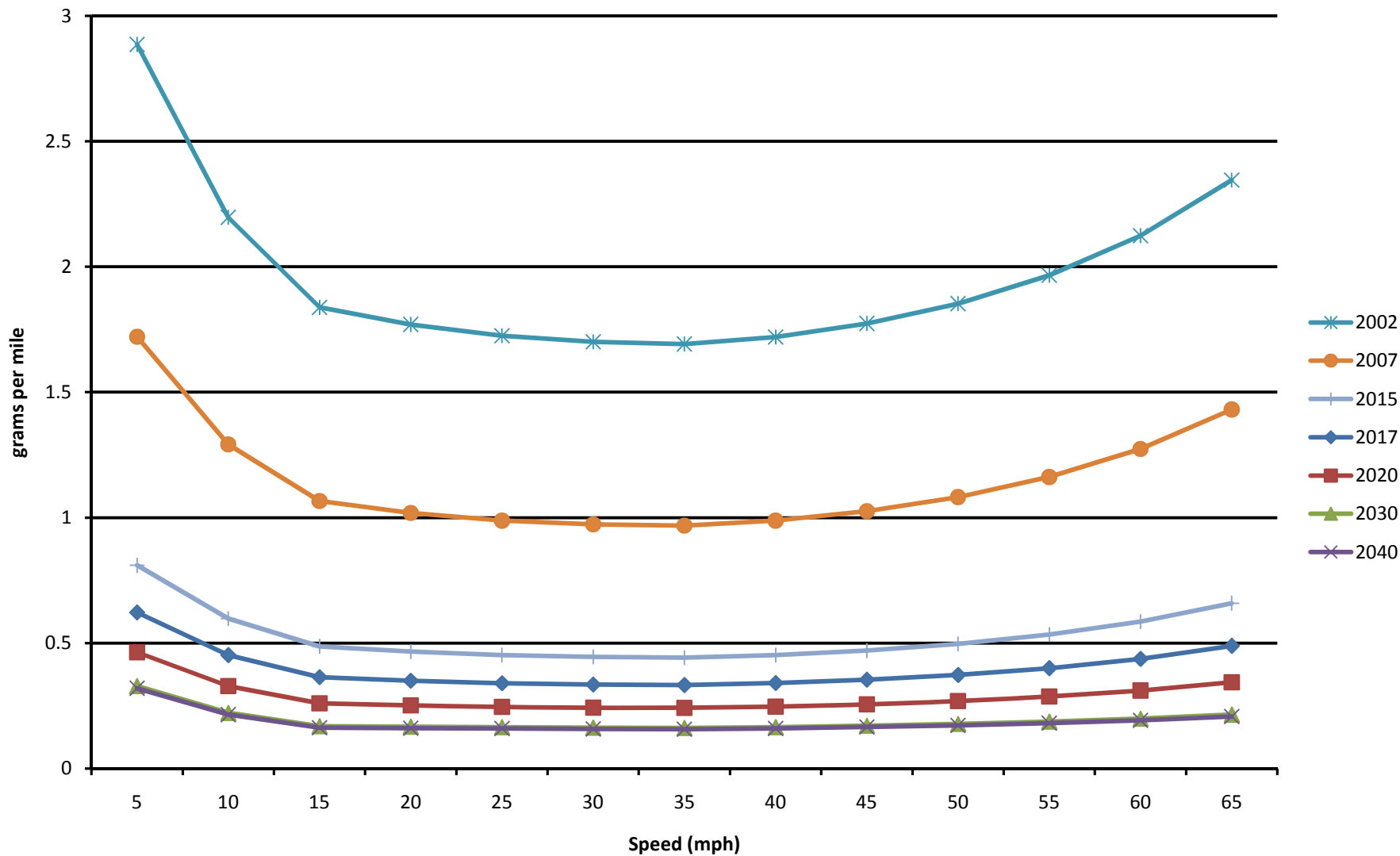


Exhibit 5 AIR QUALITY CONFORMITY **UPDATE** DIRECT PM_{2.5} EMISSION RATES FOR FAIRFAX COUNTY (MAJOR ROADS NETWORK)

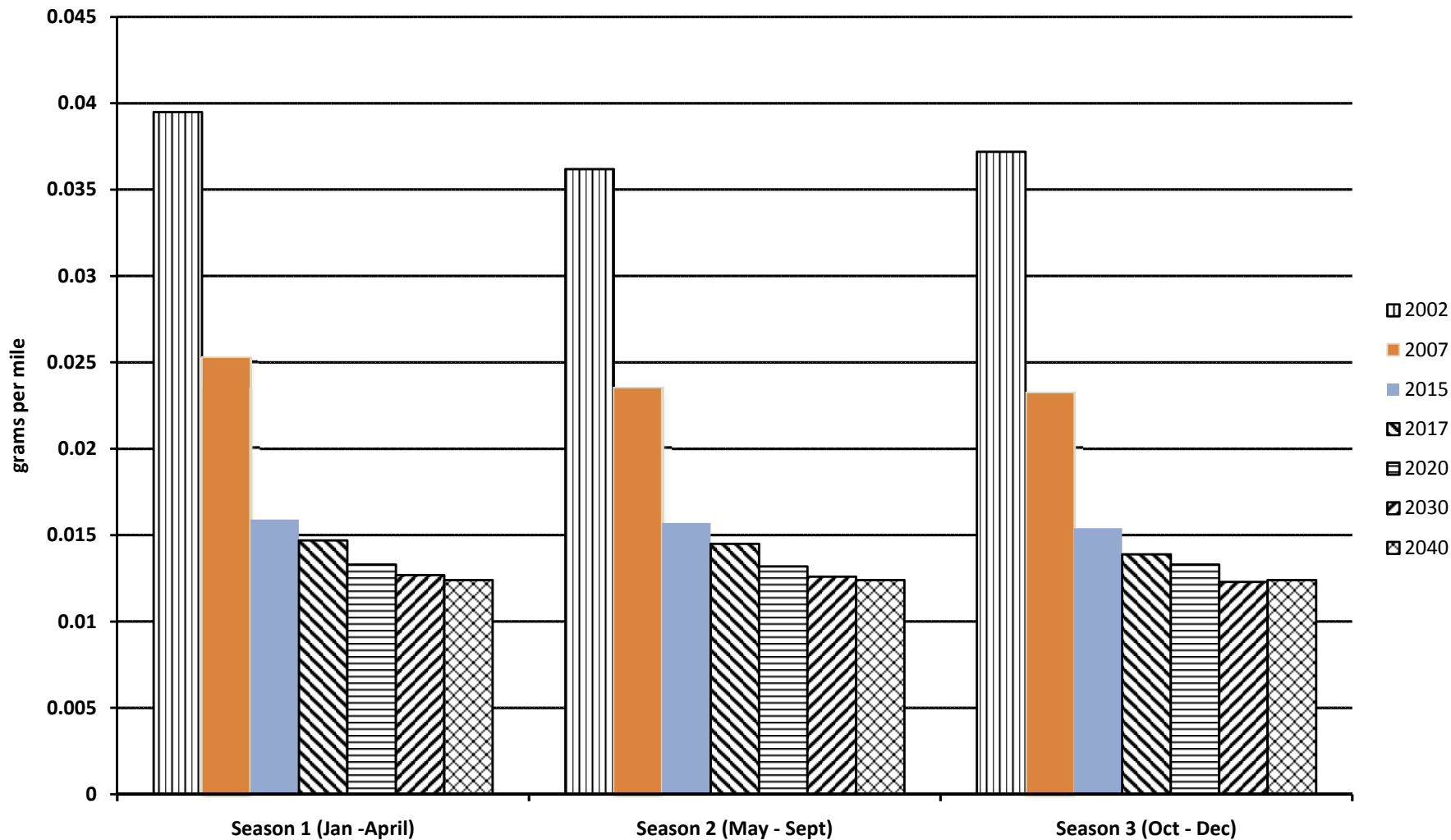


EXHIBIT 6

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source VOC Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY 2013-2018 TIP

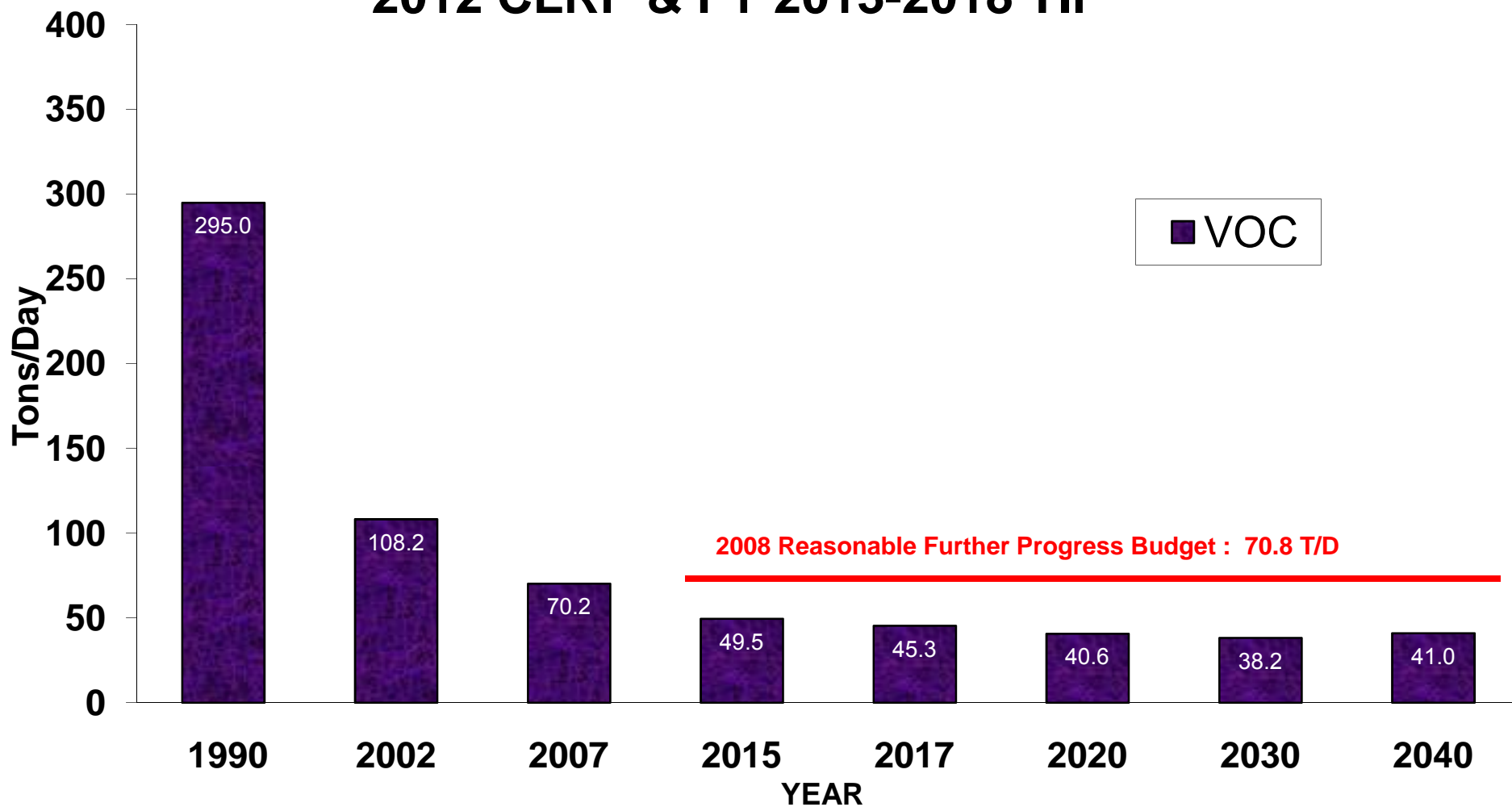


EXHIBIT 7

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2012 CLRP & FY2013-2018 TIP

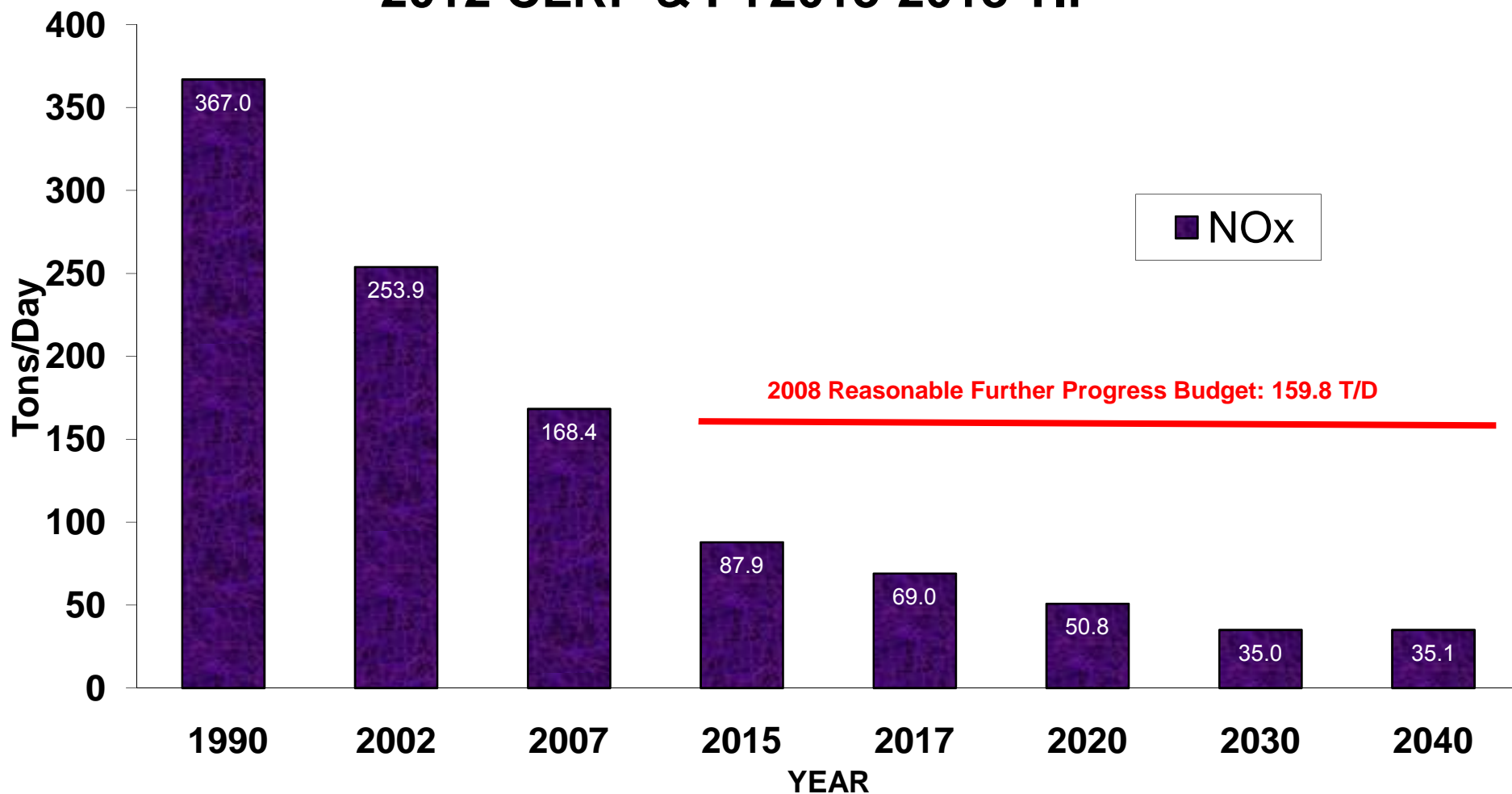


EXHIBIT 8

AIR QUALITY CONFORMITY **UPDATE**

Mobile Source Emissions

PM_{2.5} Precursor: NOx

(tons/year in thousands)

2012 CLRP & FY2013-2018 TIP

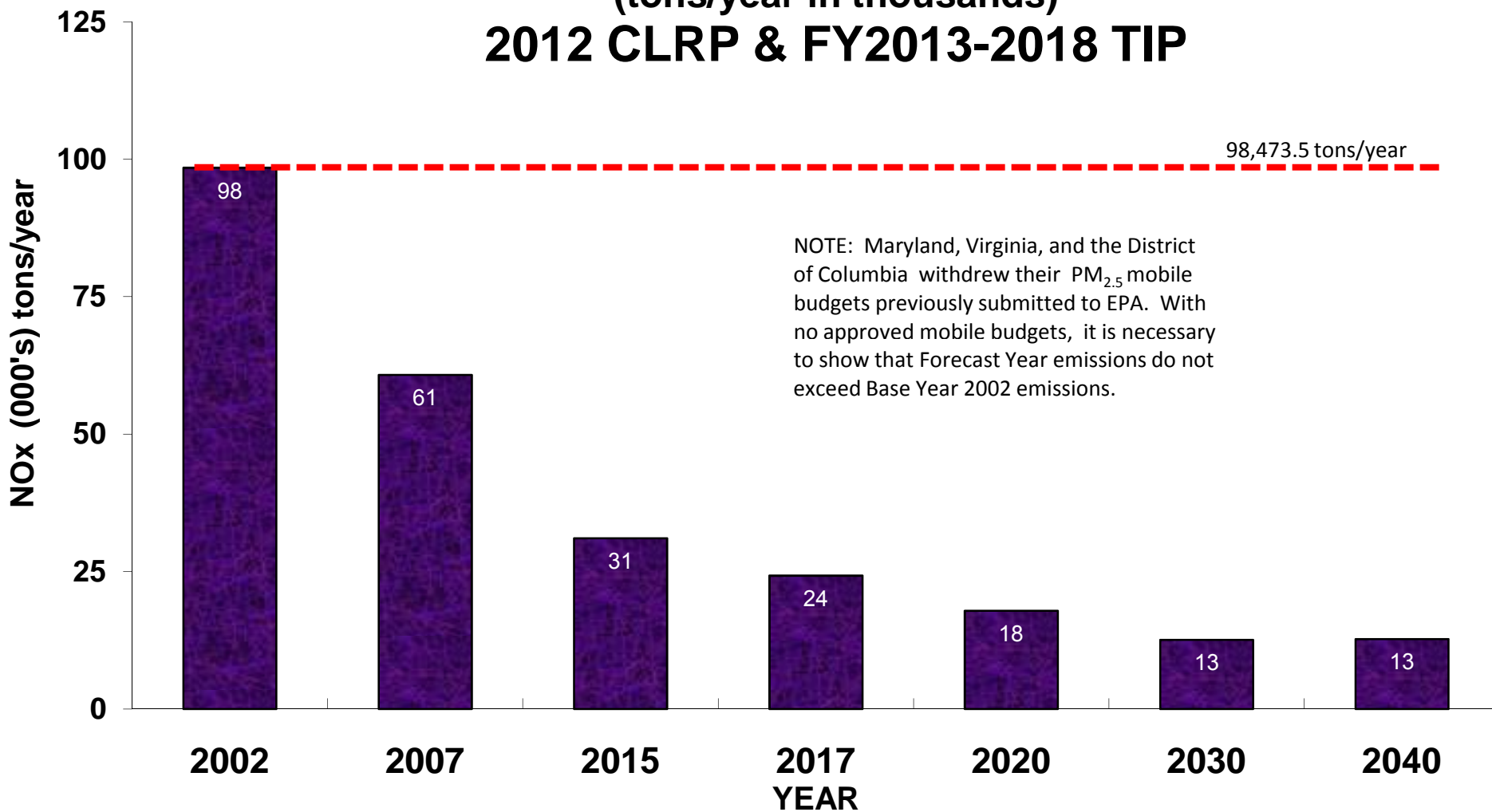
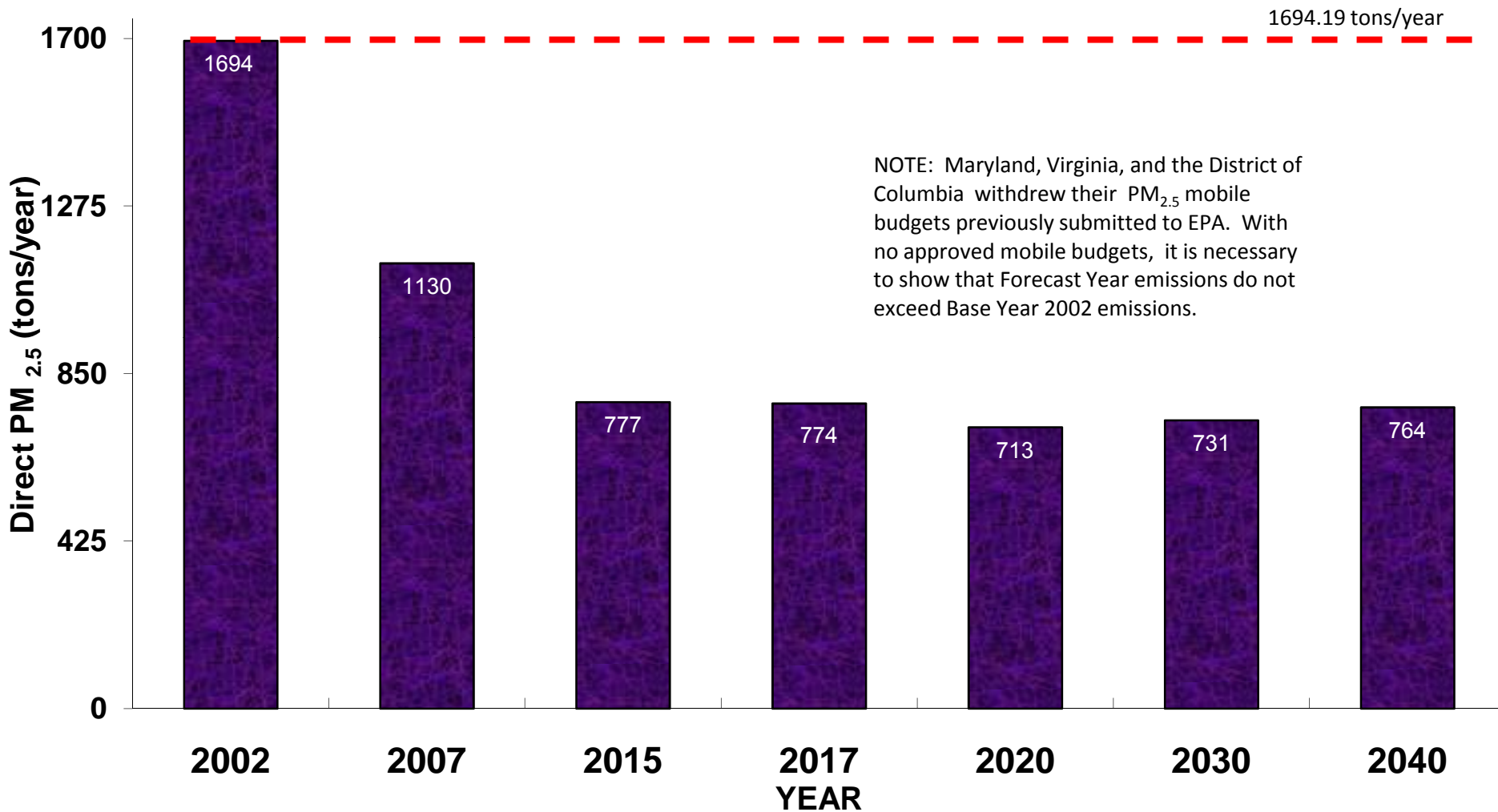


EXHIBIT 9
AIR QUALITY CONFORMITY UPDATE
Mobile Source Emissions
Direct PM_{2.5}
(tons/year)
2012 CLRP & FY2013-2018 TIP



ATTACHMENT A



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

Fax (804) 698-4500 TDD (804) 698-4021

www.deq.virginia.gov

Douglas W. Domenech
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

JAN 23 2012

Ms. Diana Esher, Director
Air Protection Division (3AP00)
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Reference: Withdrawal of the
Virginia Portion of 1997 PM_{2.5}
NAAQS Attainment SIP Revision
for the Washington DC-MD-VA
Nonattainment Area

Dear Ms. Esher:

On April 4, 2008, Virginia officially requested approval of a revision to the Commonwealth of Virginia State Implementation Plan (SIP). The revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts taken to achieve the 1997 national ambient air quality standards (NAAQS) for PM_{2.5} by 2009. This SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the area had attained the NAAQS and issued a clean data determination for the area. This determination suspended the requirements for the Commonwealth to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other planning SIPs related to attainment of the NAAQS in the area. The purpose of this letter is to withdraw these portions of the April 4, 2008 submittal. Specifically, the Commonwealth hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment

Ms. Diana Esher

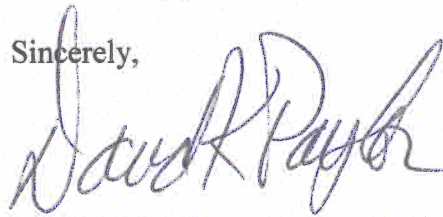
Page 2

demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 4, 2008. To ensure that Virginia has met the requirements of § 172(c)(3) regarding inventory submittals, the Commonwealth is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the April 4, 2008 document

As a related matter, Virginia, in cooperation with the District of Columbia, Maryland, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions or need additional information, please let us know.

Sincerely,

A handwritten signature in blue ink that reads "David K. Paylor". The signature is fluid and cursive, with the first name being the most prominent.

David K. Paylor

DKP\kgs

TEMPLATES\SIP-REG\REG00w
SIP\NONATTN PLANS\2012\NVAPMw-SIP.DOC



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230

410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Robert M. Summers, Ph.D.
Secretary

Anthony G. Brown
Lieutenant Governor

FEB 29 2012

Mr. Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency, Region III
1650 Arch Street (3RA00)
Philadelphia, PA 19103-2029

Dear Mr. Garvin:

On April 3, 2008, Maryland officially requested EPA approval of the following state implementation plan (SIP) revision:

Maryland State Implementation Plan (SIP) for Fine Particle (PM_{2.5}) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area

The plan revision demonstrated the improvements made to the air quality in the Washington DC-MD-VA Nonattainment Area ("the Area") and the efforts taken to achieve the 1997 national ambient air quality standard (NAAQS) for PM_{2.5} by 2009. This SIP revision for the Washington DC-MD-VA area included: (i) the attainment plan; (ii) an analysis of reasonably available control measures; (iii) an attainment demonstration; (iv) contingency plans for failure to attain the air quality standard; (v) mobile source budgets; and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009 (74 FR 1146), EPA determined that the Area had attained the NAAQS and issued a clean data determination for the Area. This determination suspended the requirements for Maryland to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other planning SIPs related to attainment of the NAAQS in the Area. The purpose of this letter is to withdraw these portions of the April 3, 2008 submittal.

Specifically, the State of Maryland hereby withdraws: (i) the attainment plan; (ii) the analysis of reasonably available control measures; (iii) the attainment demonstration; (iv) the contingency plans for failure to attain the air quality standard; and (v) the mobile source budgets, all of which were submitted on April 3, 2008. To ensure that Maryland has met the requirements of Section 172(c)(3) of the Clean Air Act regarding inventory submittals, the State is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprises Chapter 3 and Appendix B of the original April 3, 2008 SIP submission.

Mr. Shawn M. Garvin
Page 2

On a related matter, Maryland, in cooperation with the District of Columbia, Virginia, and the Metropolitan Washington Council of Governments, is developing a redesignation request and maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

If you have any questions regarding these matters or require additional information, please contact Mr. George (Tad) S. Aburn, Jr., Director of the Air and Radiation Management Administration at 410-537-3255, or by email, at gaburn@mde.state.md.us.

Sincerely,



Secretary

cc: Diana Esher, Director, Air Protection Division, EPA Region III
George (Tad) S. Aburn, Jr., Director, Air and Radiation Management Administration



GOVERNMENT OF THE DISTRICT OF COLUMBIA

District Department of the Environment



Office of the Director

February 6, 2012

Shawn M. Garvin
Regional Administrator
U.S. Environmental Protection Agency
Region III (Mail Code: 3RA00)
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Subject: Withdrawal of the District of Columbia Portion of 1997 PM_{2.5} NAAQS
Attainment SIP Revision for the Washington DC-MD-VA Nonattainment Area

Dear Mr. Garvin:

Shawn

On April 2, 2008, the District of Columbia submitted a revision to its State Implementation Plan (SIP) for attaining the 1997 national ambient air quality standards (NAAQS) for PM_{2.5} and requested U.S. Environmental Protection Agency's (EPA) approval. The revision demonstrated the anticipated improvements to the air quality in the Washington DC-MD-VA Nonattainment Area and the efforts being taken to achieve the 1997 PM_{2.5} NAAQS by 2009. The April 2, 2008, SIP revision for the Washington DC-MD-VA area included (i) the attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, (v) mobile source budgets, and (vi) the base year 2002 air pollutant emissions inventory.

Air quality has significantly improved in the Washington DC-MD-VA area. On January 12, 2009, EPA issued a clean data determination for the area (74 FR 1146). The clean data determination suspended the requirements for the District of Columbia to submit attainment demonstrations and associated reasonably available control measures, reasonable further progress plans, contingency measures, and other SIPs related to attainment of the 1997 PM_{2.5} NAAQS in the area. The purpose of this letter is to withdraw those portions of the April 2, 2008, submittal. Specifically, the District of Columbia hereby withdraws the (i) attainment plan, (ii) analysis of reasonably available control measures, (iii) attainment demonstration, (iv) contingency plans for failure to attain the air quality standard, and (v) mobile source budgets, all of which were submitted on April 2, 2008. To ensure that the District of Columbia has met the requirements of § 172(c)(3) of the Clean Air Act regarding emissions inventory submittals, the District of Columbia is not requesting the withdrawal of the base year 2002 air pollutant emissions inventory, which comprised Chapter 3 and Appendix B of the SIP revision documents submitted on April 2, 2008.

DISTRICT
DEPARTMENT
OF THE
ENVIRONMENT



green forward



1200 First St. NE, 5th Floor, Washington, DC 20002 | tel: 202.535.2600 | web:ddoe.dc.gov

As a related matter, the District of Columbia, in partnership with Virginia, Maryland, and the Metropolitan Washington Air Quality Committee, is developing a redesignation request and a maintenance plan for the Washington DC-MD-VA area with respect to the 1997 PM_{2.5} NAAQS. This request and plan, which will contain mobile vehicle emissions budgets developed using MOVES2010, is expected to be ready for final submittal to EPA in 2012.

Should you have any questions or require additional information, please contact me at (202) 535-2615, or Ms. Cecily Beall, Associate Director for the Air Quality Division, at (202) 535-2626.

Sincerely,

A handwritten signature in black ink, appearing to read "Christophe A.G. Tulous". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Christophe A.G. Tulous
Director

cc: Diana Esher, Director, Air Protection Division, EPA Region 3
Cecily Beall, Associate Director, Air Quality Division, DDOE

ATTACHMENT B

AIR QUALITY CONFORMITY **UPDATE** HOUSEHOLD DATA

MSA:	2007	2015	2017	2020	2030	2040	2040/2007
D.C.	258726	287617	291838	298115	318252	339889	1.31
MONTGOMERY	352913	376536	384816	397237	436202	461469	1.31
PR.GEORGES	301540	323364	328583	336404	359878	379317	1.26
ARLINGTON	94543	105611	107838	111190	116788	119761	1.27
ALEXANDRIA	67041	71520	73485	76426	83831	92155	1.37
FAIRFAX	393784	417325	426728	440826	478759	500832	1.27
LOUDOUN	94321	117839	123843	132843	154159	162971	1.73
PR. WILLIAM	140727	166083	172975	183321	210450	229944	1.63
FREDERICK	81614	87487	89590	92740	107686	119564	1.46
CHARLES	48845	57528	60235	64299	75847	85901	1.76
STAFFORD	37504	49584	52701	57388	73383	87679	2.34
CALVERT	30760	34298	34991	36027	38348	40301	1.31
SUBTOTAL	1,902,318	2,094,792	2,147,623	2,226,816	2,453,583	2,619,783	1.38
ADDITIONAL COUNTIES:							
HOWARD	103132	117700	120864	125600	135486	137773	1.34
ANNE ARUNDEL	196402	210888	213647	217782	229371	234332	1.19
CARROLL	60279	65691	67260	69614	76111	81464	1.35
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	40347	49994	52447	56137	68763	79050	1.96
CLARKE&JEFFERSON	24873	29615	30840	32679	40562	49835	2.00
FAUQUIER	24731	30982	32882	35730	47502	63154	2.55
K. GEORGE	7912	9800	10371	11228	14358	17125	2.16
ST. MARY'S	36573	44443	46408	49352	58143	66509	1.82
SUBTOTAL	494,249	559,113	574,719	598,122	670,296	729,242	1.48
TOTAL	2,396,567	2,653,905	2,722,342	2,824,938	3,123,879	3,349,025	1.40

SOURCE:

MWCOG Round 8.1 Cooperative Forecasts

BMC Round 7-C Cooperative Forecasts

GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008

Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

AIR QUALITY CONFORMITY **UPDATE** EMPLOYMENT DATA

MSA:	2007	2015	2017	2020	2030	2040	2040/2007
D.C.	763530	812947	834060	865726	929641	982647	1.29
MONTGOMERY	504045	541995	559355	585363	684284	737364	1.46
PR. GEORGES	345777	356958	365324	377879	427514	497652	1.44
ARLINGTON	206400	247135	258626	275862	302588	308376	1.49
ALEXANDRIA	105870	116274	118783	122551	142738	155012	1.46
FAIRFAX	655611	722244	747569	785619	875216	935411	1.43
LOUDOUN	132849	167565	183113	206465	257212	285449	2.15
PR. WILLIAM	141076	163423	172538	186215	230047	278151	1.97
FREDERICK	86542	99386	101182	103862	109755	114907	1.33
CHARLES	60039	68439	69758	71731	77537	83138	1.38
STAFFORD	40114	52220	54328	57505	70172	84144	2.10
CALVERT	33512	41059	42422	44457	47159	48955	1.46
SUBTOTAL	3,075,365	3,389,645	3,507,058	3,683,235	4,153,863	4,511,206	1.47
ADDITIONAL COUNTIES:							
HOWARD	155565	181143	186679	194977	221168	231902	1.49
ANNE ARUNDEL	278707	309853	317528	329042	358320	370904	1.33
CARROLL	63773	69619	70099	70813	72456	74090	1.16
FREDERICKSBURG (VA) & N. SPOTSYLVANIA	61620	81897	84827	89210	103673	119691	1.94
CLARKE & JEFFERSON	26062	30827	32017	33800	39225	45298	1.74
FAUQUIER	25422	30501	32604	35762	43360	52578	2.07
K. GEORGE	10519	17805	18431	19370	22501	25740	2.45
ST. MARY'S	56173	64083	65350	67268	71969	75862	1.35
SUBTOTAL	677,841	785,728	807,535	840,242	932,672	996,065	1.47
TOTAL	3,753,206	4,175,373	4,314,593	4,523,477	5,086,535	5,507,271	1.47

SOURCE:

MWCOG Round 8.1 Cooperative Forecasts

BMC Round 7-C Cooperative Forecasts

GWRC/FAMPO Regional Demographic Control Forecasts for 2035 CLRP, June 2008

Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's

NOTE: Includes Census Adjustment

ATTACHMENT C

**TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions**

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category *	
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040			
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		
9	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0005	0.0009	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C	
19	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
20	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
38	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
39	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
44	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
48	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0005	0.0009	0.0004	0.0008	0.0003	0.0005	0.0003	0.0005	0.0003	0.0005	C (TCM)	
49	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0041	0.0089	0.0038	0.0072	0.0029	0.0051	0.0026	0.0042	0.0026	0.0042	C (TCM)	
51	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C	
52	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	C	
54	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0000	0.0003	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002	0.0000	0.0002	C (TCM)	
56	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0032	0.0076	0.0029	0.0062	0.0023	0.0044	0.0020	0.0036	0.0020	0.0036	C (TCM)	
58	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.0537	0.1693	0.0488	0.1383					0.0000	0.0000	SP (TCM)	
59	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
60	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
61	1995-00	MCG	Bicycle Facilities			X		FY99		0.0014	0.0006	0.0013	0.0005	0.0010	0.0004	0.0009	0.0003	0.0009	0.0003	C	
62	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0023	0.0025	0.0021	0.0021	0.0016	0.0015	0.0015	0.0012	0.0015	0.0012	C	
63	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0018	0.0038	0.0017	0.0031	0.0013	0.0022	0.0012	0.0018	0.0012	0.0018	C	
64	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0147	0.0329	0.0133	0.0269	0.0104	0.0189	0.0094	0.0157	0.0093	0.0157	C (TCM)	
66	1995-00	VDOT	Commuter Lots - District Wide	X				varies	1995, 2001	0.0050	0.0104	0.0046	0.0085	0.0036	0.0060	0.0032	0.0050	0.0032	0.0050	C	
67	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0046	0.0063	0.0042	0.0052	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C	
68	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0000	0.0032	0.0000	0.0026	0.0000	0.0018	0.0000	0.0015	0.0000	0.0015	C	
69	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0009	0.0054	0.0008	0.0044	0.0007	0.0031	0.0006	0.0026	0.0006	0.0026	C	
70	1995-00	VDOT	Improved Access to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0002	0.0003	0.0002	0.0003	0.0002	0.0002	0.0001	0.0002	0.0001	0.0002	C	
71	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0023	0.0032	0.0021	0.0026	0.0033	0.0036	0.0029	0.0030	0.0029	0.0030	C	
72	1995-00	DC	Bicycle Facilities	X						0.0110	0.0063	0.0100	0.0052	0.0078	0.0036	0.0070	0.0030	0.0070	0.0030	C	
73	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.0346	0.0533	0.0315	0.0436	0.0249	0.0309	0.0227	0.0257	0.0225	0.0257	C	
74	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.0098	0.0152	0.0089	0.0124	0.0071	0.0088	0.0064	0.0074	0.0064	0.0073	C	
75	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.0519	0.0735	0.0472	0.0600	0.0371	0.0424	0.0334	0.0352	0.0332	0.0351	C	
77	1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
79	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
81	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0009	0.0009	0.0008	0.0008	0.0007	0.0005	0.0006	0.0005	0.0006	0.0005	C	
82	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C	
83	1996-01	WMATA	Bus Replacement (see line 58, above)	X				1998		Credit taken in line 58, above										SP	
85	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C	
90	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	0.4033	0.5679	0.3666	0.4640	0.2878	0.3274	0.2594	0.2721	0.2578	0.2714	C	
91	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0032	0.0022	0.0029	0.0018	0.0023	0.0013	0.0020	0.0011	0.0020	0.0011	C	
92	STADIUM ANALYSIS	M-92 Telecommuting Support ¹		Combined with item #75							0.0000	0.0000	0.0000	0.0000							C
95	1997-02	MCG	Germantown Transit Center	X				2005		0.0023	0.0060	0.0021	0.0049	0.0016	0.0035	0.0015	0.0029	0.0015	0.0029	C (TCM)	
102	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998	0.0023	0.0060	0.0021	0.0049							SP (TCM)	

**TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions**

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NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category *
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040		
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
106	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X				1977 on-going	0.0009	0.0002	0.0008	0.0001	0.0007	0.0001	0.0006	0.0001	0.0006	0.0001	C	
107	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X				1977 on-going	0.0000	0.0002	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	0.0000	0.0001	C	
108	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X				2005	Stopped	0.0621	0.1797	0.0564	0.1468	0.1340	0.1827	0.3120	0.4810		SP	
109	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0004	0.0004	0.0004	0.0003	0.0003	0.0002	0.0002	0.0002	0.0002	C	
110	1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		C	
111	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999	0.0351	0.1086	0.0318	0.0887						SP	
112	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing	0.0062	0.0181	0.0057	0.0148						SP	
113	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing	0.0008	0.0013	0.0007	0.0011						SP	
114	1998-03	FDC	Frederick County Bus Replacement	X						0.0008	0.0000	0.0007	0.0000						SP	
117	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X				1999	2009	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
118	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0005	0.0006	0.0004	0.0005	0.0003	0.0003	0.0003	0.0002	0.0003	0.0002	TR
119	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003	n/a	n/a	n/a	n/a						SP	
121	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001	0.0826	0.2593	0.0750	0.2118						SP	
122	97 & 98 TIP	REGION	M-101a Mass Marketing Campaign (Consumer)			X		2005	2005	0.0206	0.0251	0.0187	0.0205	0.0145	0.0144	0.0129	0.0119	0.0128	0.0118	C
123	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.0037	0.0114	0.0033	0.0093	0.0026	0.0066	0.0023	0.0054	0.0023	0.0054	C
124	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	0.0057	-0.0012	0.0052	-0.0010	0.0041	-0.0005	0.0037	-0.0004	0.0037	-0.0003	TR
125	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0005	0.0006	0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
126	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003	0.0031	0.0034	0.0028	0.0027							SP
127	1999-04	VDOT	VA 234 Bike Trail			X		2001	2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.0115	0.0174	0.0104	0.0142	0.0082	0.0100	0.0073	0.0083	0.0073	0.0083	C
131	2000-05	MDOT	Various park and Ride Lots	X				2002	2003	0.0032	0.0103	0.0029	0.0084	0.0023	0.0059	0.0020	0.0049	0.0020	0.0049	C
132	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0014	0.0000	0.0013	0.0000	0.0016	0.0000	0.0009	0.0000	0.0009	0.0000	TR
133	2000-05	VDOT	250 Spaces at Gambrell/Hoopes Rds. Park and Ride	X				2002	2004	0.0032	0.0057	0.0029	0.0047	0.0023	0.0033	0.0020	0.0027	0.0020	0.0027	C
134	2000-05	VDOT	300 Spaces at Backlick Rd	X				2003	2007	0.0023	0.0041	0.0021	0.0034	0.0016	0.0024	0.0015	0.0020	0.0015	0.0020	C
135	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0032	0.0032	0.0029	0.0026	0.0023	0.0018	0.0020	0.0015	0.0020	0.0015	C
136	2000-05	VDOT	Columbia Pike Trail	X				2000	2009	0.0028	0.0025	0.0025	0.0021	0.0020	0.0015	0.0018	0.0012	0.0017	0.0012	C
137	2000-05	VDOT	Lee Highway trail	X				2000	2007	0.0014	0.0013	0.0013	0.0010	0.0010	0.0007	0.0009	0.0006	0.0009	0.0006	C
138	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	0.0003	0.0002	C
139	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0037	0.0054	0.0033	0.0044	0.0026	0.0031	0.0023	0.0026	0.0023	0.0026	C
140	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0188	0.0079	0.0171	0.0065	0.0134	0.0046	0.0120	0.0038	0.0119	0.0038	C
141	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.0468	0.0605	0.0425	0.0494	0.0333	0.0348	0.0298	0.0288	0.0296	0.0288	C
142	2002-07	WMATA	100 CNG buses	X				2002		0.0000	0.0912	0.0000	0.0745							SP (TCM)
143	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.1636	0.0000	0.1485	0.0000	0.4300	0.0000	0.4300	0.0000	0.4271	0.0000	H (TCM)
144	2003-08	DC	Replace 29 12 Taxicabs with CNG cabs				X	2005	2006	0.0069	0.0105	0.0063	0.0086							H
145	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.0120	0.0209	0.0120	0.0209	0.0094	0.0130	0.0085	0.0089	0.0084	0.0089	TR
146	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X				2005	2008	0.0076	0.0056	0.0069	0.0046	0.0054	0.0032	0.0049	0.0027	0.0048	0.0027	C (TCM)
147	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0011	0.0006	0.0010	0.0005	0.0008	0.0004	0.0007	0.0003	0.0007	0.0003	C (TCM)
148	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0016	0.0021	0.0014	0.0017	0.0011	0.0012	0.0010	0.0010	0.0010	0.0010	C (TCM)
149	2003-08	DC	CNG Rental Cars (18)				X	2005		0.0000	0.0001	0.0000	0.0001							SP

**TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
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NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION								Project Category *		
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030			2040	
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		VOC	NOX
150	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X				2005	2004	0.0287	0.0371	0.0261	0.0303	0.0204	0.0213	0.0183	0.0177	0.0182	0.0176	C
151	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004	0.0000	0.0013	0.0000	0.0011							H (TCM)
152	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.0105	0.0134	0.0095	0.0109	0.0074	0.0077	0.0067	0.0064	0.0066	0.0064	C
153	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.0627	0.0817	0.0569	0.0667	0.0445	0.0470	0.0399	0.0390	0.0397	0.0389	C
155	2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005		0.0015	0.0028	0.0013	0.0023							C
156	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0021	0.0031	0.0019	0.0026	0.0015	0.0018	0.0013	0.0015	0.0013	0.0015	C
157	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0040	0.0073	0.0036	0.0059	0.0028	0.0042	0.0025	0.0035	0.0025	0.0035	C
158	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.0287	0.0439	0.0261	0.0358	0.0204	0.0252	0.0183	0.0209	0.0182	0.0209	C
159	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.0065	0.0105	0.0059	0.0086	0.0046	0.0060	0.0041	0.0050	0.0041	0.0050	C
160	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0007	0.0009	0.0007	0.0008	0.0005	0.0005	0.0005	0.0005	0.0005	0.0004	C
161	2003-08	Regional	Regional Traveler Information Systems			X		2005	A,2000 befo	0.0826	0.3844	0.0750	0.3139	0.0594	0.1701	0.0533	0.1157	0.0530	0.1154	TR
162	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.0129	0.0166	0.0117	0.0136	0.0091	0.0096	0.0082	0.0079	0.0081	0.0079	C
163	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0037	0.0070	0.0033	0.0057	0.0026	0.0040	0.0025	0.0036	0.0024	0.0036	C (TCM)
164	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0025	0.0032	0.0023	0.0026	0.0018	0.0018	0.0016	0.0015	0.0016	0.0015	C
165	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0005	0.0006	0.0004	0.0005	0.0003	0.0004	0.0003	0.0003	0.0003	0.0003	C
166	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004		0.0000	0.0001	0.0000	0.0001							SP
167	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0009	0.0011	0.0008	0.0009	0.0006	0.0006	0.0005	0.0005	0.0005	0.0005	C
168	2003-08	MCG	Annual Sidewalk Program	X				2004		0.0137	0.0177	0.0124	0.0144	0.0097	0.0102	0.0087	0.0084	0.0087	0.0084	C
169	2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0030	0.0036	0.0027	0.0029	0.0021	0.0020	0.0019	0.0017	0.0019	0.0017	C
170	2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0071	0.0070	0.0064	0.0057	0.0050	0.0040	0.0045	0.0033	0.0045	0.0033	C
171	2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0046	0.0052	0.0042	0.0043	0.0033	0.0030	0.0029	0.0025	0.0029	0.0025	C
172	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0075	0.0098	0.0068	0.0080	0.0053	0.0057	0.0048	0.0047	0.0047	0.0047	C
173	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0026	0.0011	0.0024	0.0009	0.0018	0.0006	0.0017	0.0005	0.0016	0.0005	C
174	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0023	0.0010	0.0021	0.0008	0.0016	0.0006	0.0015	0.0005	0.0014	0.0005	C
175	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.0113	0.0216	0.0103	0.0176	0.0080	0.0124	0.0072	0.0103	0.0072	0.0103	C
176	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0010	0.0012	0.0009	0.0010	0.0007	0.0007	0.0006	0.0006	0.0006	0.0006	C
177	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0003	0.0005	0.0003	0.0004	0.0002	0.0003	0.0002	0.0002	0.0002	0.0002	C
178	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0017	0.0026	0.0016	0.0021	0.0012	0.0015	0.0011	0.0012	0.0011	0.0012	C
179	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0006	0.0008	0.0005	0.0007	0.0004	0.0005	0.0004	0.0004	0.0004	0.0004	C
180	2003-08	VDOT	Commuter Choice	X				2005		0.0008	0.0009	0.0007	0.0008	0.0005	0.0005	0.0005	0.0004	0.0005	0.0004	C
181	2003-08	VDOT	Employer Shuttle Services				X	2005		0.0091	0.0111	0.0083	0.0091	0.0065	0.0064	0.0058	0.0053	0.0058	0.0053	C
184	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006	0.0011	0.0017	0.0010	0.0014							C
185	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0009	0.0017	0.0009	0.0014	0.0007	0.0010	0.0006	0.0008	0.0006	0.0008	C
187	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0013	0.0019	0.0011	0.0016	0.0009	0.0011	0.0008	0.0009	0.0008	0.0009	C
190	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008	0.0000	0.0000	0.0000	0.0000							C
191	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0015	0.0026	0.0014	0.0021	0.0011	0.0015	0.0010	0.0012	0.0010	0.0012	C
192	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.0090	0.0149	0.0082	0.0122	0.0064	0.0086	0.0058	0.0071	0.0057	0.0071	C
193	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.0117	0.0223	0.0106	0.0182	0.0083	0.0128	0.0074	0.0106	0.0074	0.0106	C
196	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.0016	0.0585	0.0015	0.0478							SP (TCM)
197	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06	0.0064	0.2284	0.0058	0.1866							SP

TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category *		
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040				
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX			
198	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.0107	0.0507	0.0098	0.0414									SP
199	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0006	0.0012	0.0006	0.0010	0.0005	0.0007	0.0004	0.0006	0.0004	0.0006			C
200	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0010	0.0013	0.0009	0.0010	0.0007	0.0007	0.0006	0.0007	0.0006	0.0007			C (TCM)
202	2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.004	0.009	0.004	0.007	0.0055	0.0133							SP
203	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.0358	0.1094	0.0325	0.0893	0.0459	0.1628							SP
204	2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.006	0.008	0.005	0.007	0.0043	0.0047	0.0038	0.0039	0.0038	0.0039			C
205	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0021	0.0040	0.0019	0.0033	0.0015	0.0023	0.0013	0.0019	0.0013	0.0019			C
206	2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.0106	0.0139	0.0096	0.0114	0.0075	0.0080	0.0067	0.0067	0.0067	0.0066			C
207	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.0075	0.0111	0.0068	0.0090	0.0053	0.0064	0.0048	0.0053	0.0047	0.0053			C
208	2003-08	MDOT	CNG Fueling Stations				X	2005		0.0989	0.0786	0.0898	0.0642									SP
209	2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					SP
210	2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					SP
211	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0011	0.0015	0.0010	0.0012	0.0008	0.0008	0.0007	0.0007	0.0007	0.0007			C (TCM)
212	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0005	0.0003	0.0004	0.0003	0.0003	0.0002	0.0003	0.0001	0.0003	0.0001			C
213	2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.002	0.002	0.002	0.002	0.0018	0.0014	0.0016	0.0012	0.0016	0.0012			C
214	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.0438	0.0574	0.0398	0.0469	0.0311	0.0330	0.0279	0.0274	0.0277	0.0273			C
215	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0048	0.0058	0.0043	0.0047	0.0034	0.0033	0.0030	0.0028	0.0030	0.0028			C
216	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.0517	0.0807	0.0470	0.0659	0.0367	0.0464	0.0330	0.0385	0.0327	0.0384			C
217	2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005		0.0185	0.0873	0.0168	0.0713									H
218	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.0553	0.0862	0.0502	0.0704	0.0392	0.0496	0.0352	0.0411	0.0350	0.0410			C
219	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.0123	0.0158	0.0111	0.0129	0.0087	0.0091	0.0078	0.0076	0.0078	0.0075			C
220	2003-08	REGION	Signal System Optimization	X				2005	2005	0.3174	0.0762	0.3174	0.0762	0.2509	0.0475	0.2252	0.0324	0.2194	0.0310			TR
221	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0007	0.0011	0.0006	0.0009	0.0005	0.0007	0.0005	0.0005	0.0004	0.0005			C
222	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007					Credits shown in TS 221 (for 99 spaces)								
223	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 spaces)	X				2008	2008	0.0005	0.0009	0.0005	0.0007	0.0004	0.0005	0.0003	0.0004	0.0003	0.0004			
224	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 spaces)			X		2011	2011					Credits included in TS 224 (for 37+ 39 spaces)								
225	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 spaces)			X		2010	2010	0.0007	0.0011	0.0006	0.0009	0.0005	0.0007	0.0005	0.0006	0.0005	0.0006			
226	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 spaces)	X				2009	2009	0.0011	0.0019	0.0010	0.0015	0.0008	0.0011	0.0007	0.0009	0.0007	0.0009			
227	2008-13	MDOT	MDOT Sygal System Reviewing			X		2010	on-going					Credits shown in Regional signal TERM - TS 220								
228	2008-13	MDOT	MDOT Takoma Langely Transit Center			X		2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			
Available Emissions Credits										1.960	3.292	1.810	2.707	1.483	1.167	1.335	0.800	1.322	0.796			

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)
Part A - Daily Ozone Precursor Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Duty Vehicles), SP- Specific Vehicle Type

NOs	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION										Project Category	
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040			
										VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx		
221	1995-00 TIP	REGION	M-24 Speed Limit Adherence	X				2010		-0.0058	0.1838	-0.0053	0.1501	-0.0021	0.1206	0.0005	0.0377	0.0005	0.0376		TR
222	1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0008	0.0027	0.0007	0.0022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		-
223	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0016	0.0054	0.0014	0.0044	0.0009	0.0030	0.0003	0.0007	0.0003	0.0007		C
224	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0008	0.0027	0.0007	0.0022	0.0004	0.0015	0.0001	0.0003	0.0001	0.0003		C
225	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	0.0000	0.0000	0.1745	0.3000	0.3490	0.6000	0.3467	0.5984		H
226	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.0000	0.0000	0.1560	0.2400	0.1560	0.2400	0.1550	0.2394		H
227	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0000	0.0067	0.0000	0.0055	0.0000	0.0038	0.0000	0.0009	0.0000	0.0009		C
228	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0000	0.0000	0.0004	0.0012	0.0003	0.0007	0.0003	0.0007		C
229	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.0000	0.0134	0.0000	0.0110	0.0000	0.0076	0.0000	0.0017	0.0000	0.0017		C
230	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0000	0.0000	0.0002	0.0005	0.0001	0.0003	0.0001	0.0003		C
231	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0000	0.0007	0.0000	0.0005	0.0000	0.0004	0.0000	0.0001	0.0000	0.0001		C
232	1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		-
233	1997-02 TIP	MGC	Silver Spring Transit Access							0.0000	0.0007	0.0000	0.0005	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002		C
234	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.0039	0.0128	0.0035	0.0104	0.0021	0.0072	0.0007	0.0017	0.0007	0.0017		C

CLRP TOTAL										0.0004	0.2194	0.0004	0.1792	0.0019	0.1424	0.0022	0.0434	0.0021	0.0432
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CLRP + TIP TOTAL										1.960	3.511	1.811	2.886	1.485	1.310	1.337	0.843	1.324	0.840
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DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

IMPLEMENTATION STATUS:

- FULL = project is completed as planned at the time of analysis.
- SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
- UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
- REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

- PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
- ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED projects

- Emissions credits are not counted in total available emissions credits
- 1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- 2 Line item 108 & 219 credits are taken only for year 2010

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM_{2.5} and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category *			
				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030			2040		
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx		PM _{2.5}	Precursor NOx	
9	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
19	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
20	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
38	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
39	1995-00	MDOT	Signal Systems - MD 355 I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
44	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR	
48	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C (TCM)	
49	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0899	1.6680	0.0891	1.3479	0.0891	0.9332	0.0891	0.7745	0.0891	0.6428	C (TCM)	
51	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
52	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
54	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C (TCM)	
56	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0770	1.4297	0.0764	1.1554	0.0764	0.7999	0.0764	0.6639	0.0764	0.5510	C (TCM)	
58	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998											SP (TCM)	
59	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
60	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C	
61	1995-00	MCG	Bicycle Facilities			X		FY99		0.0064	0.1191	0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C	
62	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0257	0.4766	0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C	
63	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0385	0.7149	0.0382	0.5777	0.0382	0.4000	0.0382	0.3319	0.0382	0.2755	C	
64	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.3339	6.1955	0.3309	5.0066	0.3309	3.4663	0.3309	2.8768	0.3309	2.3875	C (TCM)	
66	1995-00	VDOT	Commuter Lots - District Wide			X		varies	1995, 2001	0.1059	1.9659	0.1050	1.5886	0.1050	1.0999	0.1050	0.9128	0.1050	0.7576	C	
67	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
68	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0321	0.5957	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C	
69	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2010-12	0.0546	1.0127	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C	
70	1995-00	VDOT	Improved Access to Metrorail Stations (VRE 2 Str)			X		varies	2000-2012	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
71	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
72	1995-00	DC	Bicycle Facilities	X						0.0642	1.1914	0.0636	0.9628	0.0636	0.6666	0.0636	0.5532	0.0636	0.4591	C	
73	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	1.8071	10.0098	1.7913	8.0999	1.7913	5.6245	1.7913	4.6985	1.7913	3.8994	C	
74	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.6254	2.8564	0.6199	2.3115	0.6199	1.6052	0.6199	1.3412	0.6199	1.1131	C	
75	1995-00	REGION	M-92 Telecommuting Support	X					on-going	1.2997	13.8096	1.2883	11.1658	1.2883	7.7400	1.2883	6.4410	1.2883	5.3456	C	
77	1996-01	VDOT	Duke Street Pedestrian Bridge	X				2005	2007	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			-	
79	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
81	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0096	0.1787	0.0095	0.1444	0.0095	0.1000	0.0095	0.0830	0.0095	0.0689	C	
82	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2010-11	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
83	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above									SP		
85	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C	
90	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	3.7592	106.7395	3.7262	86.3012	3.7262	59.8168	3.7262	49.7675	3.7262	41.3035	C	
91	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0225	0.4170	0.0223	0.3370	0.0223	0.2333	0.0223	0.1936	0.0223	0.1607	C	
92	STADIUM ANALYSIS	M-92 Telecommuting Support ¹	Combined with item #75																		C
95	1997-02	MCG	Germantown Transit Center	X				2005		0.0610	1.1319	0.0605	0.9147	0.0605	0.6333	0.0605	0.5256	0.0605	0.4362	C (TCM)	
102	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998											SP (TCM)	
106	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0016	0.0298	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C	

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				FULL	SCALED-BACK	UNDER-WAY	REM			2015		2017		2020		2030		2040		
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	
107	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0016	0.0298	0.0016	0.0241	0.0016	0.0167	0.0016	0.0138	0.0016	0.0115	C
108	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X					2005 Stopped											SP
109	1997-02	REGION	M-70b Employer Outreach for Bicycles	X					1998 on going	0.0035	0.0734	0.0035	0.0591	0.0035	0.0406	0.0035	0.0331	0.0035	0.0274	C
110	1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X		1999 delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a			C
111	1998-03	WMATA	Bus Replacement (108 buses)	X					1999											SP
112	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing											SP
113	1998-03	PG	Prince George's County Bus Replacement	X					1998 Ongoing											SP
114	1998-03	FDC	Frederick County Bus Replacement	X																SP
117	1998-03	VDOT	Arlington County Four Mile Run Bike Trail	X					1999 2009	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
118	1998-03	VDOT	Northern Virginia Turn Bays	X					2000 1998	0.0057	0.1049	0.0056	0.0847	0.0056	0.0587	0.0056	0.0487	0.0056	0.0404	TR
119	1998-03	VDOT	Fairfax City Bus Replacement	X					2001 2003	n/a	n/a									SP
121	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X					2001 2001											SP
122	97 & 98 TIP	REGION	M-101a Mass Marketing Campaign (Consumer)						2005	0.2176	4.7391	0.2157	3.8259	0.2157	2.6432	0.2157	2.1831	0.2157	1.8119	C
123	1999-04	MDOT	Various Park and Ride Lots (I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X				2001/1999	0.1156	2.1446	0.1146	1.7331	0.1146	1.1999	0.1146	0.9958	0.1146	0.8265	C
124	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X					2000 2002	-0.0113	-0.2097	-0.0112	-0.1695	-0.0112	-0.1173	-0.0112	-0.0974	-0.0112	-0.0808	TR
125	1999-04	VDOT	Transit Center at 7 Corners	X					2002 2001	0.0064	0.1191	0.0064	0.0963	0.0064	0.0667	0.0064	0.0553	0.0064	0.0459	C
126	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X					2000 2003											SP
127	1999-04	VDOT	VA 234 Bike Trail			X			2001 2010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	1999-04	VDOT	PRTC Ridesharing	X					on-going 2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.1766	3.2765	0.1750	2.6477	0.1750	1.8331	0.1750	1.5214	0.1750	1.2626	C
131	2000-05	MDOT	Various park and Ride Lots	X					2002 2003	0.1044	1.9368	0.1035	1.5651	0.1035	1.0836	0.1035	0.8993	0.1035	0.7464	C
132	2000-05	MDOT	Signal Systems	X					Varies on-going	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
133	2000-05	VDOT	250 Spaces at Gambrell/Hoopes Rds. Park and Ride	X					2002 2004	0.0578	1.0723	0.0573	0.8665	0.0573	0.5999	0.0573	0.4979	0.0573	0.4132	C
134	2000-05	VDOT	300 Spaces at Backlick Rd	X					2003 2007	0.0417	0.7744	0.0414	0.6258	0.0414	0.4333	0.0414	0.3596	0.0414	0.2984	C
135	2000-05	VDOT	Accotink-Gateway Connector Trail	X					2002 2005	0.0321	0.5957	0.0318	0.4814	0.0318	0.3333	0.0318	0.2766	0.0318	0.2296	C
136	2000-05	VDOT	Columbia Pike Trail			X			2000 2009	0.0257	0.4766	0.0255	0.3851	0.0255	0.2666	0.0255	0.2213	0.0255	0.1837	C
137	2000-05	VDOT	Lee Highway trail	X					2000 2007	0.0128	0.2383	0.0127	0.1926	0.0127	0.1333	0.0127	0.1106	0.0127	0.0918	C
138	2000-05	VDOT	Arlington Bus Shelter Improvements	X					2005 2005	0.0032	0.0596	0.0032	0.0481	0.0032	0.0333	0.0032	0.0277	0.0032	0.0230	C
139	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0546	1.0127	0.0541	0.8184	0.0541	0.5666	0.0541	0.4702	0.0541	0.3903	C
140	2000-05	MDOT	East/West Intersection Improvements			X			2005 2005	0.0803	1.4893	0.0795	1.2035	0.0795	0.8332	0.0795	0.6915	0.0795	0.5739	C
141	2001-06	Feds	Federal Transit/Ridesharing subsidy	X					on-going	0.6131	11.3783	0.6078	9.1949	0.6078	6.3660	0.6078	5.2833	0.6078	4.3848	C
142	2002-07	WMATA	100 CNG buses	X					2002											SP (TCM)
143	2002-07	WMATA	ULSD with CRT filters	X					2006 Jun-06	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	H (TCM)
144	2003-08	DC	Replace 29 12 Taxicabs with CNG cabs				X		2005 2006											H
145	2003-08	DC	D.C. Incident Response & Traffic Management System	X					2005 2004	0.2786	5.1694	0.2761	4.1774	0.2761	2.8922	0.2761	2.4003	0.2761	1.9921	TR
146	2003-08	DC	Bicycle Lane in D. C. (35 Mile)	X					2005 2008	0.0432	1.0919	0.0428	0.8824	0.0428	0.6134	0.0428	0.4896	0.0428	0.4064	C (TCM)
147	2003-08	DC	Bicycle Racks in D. C. (500)	X					2005 2004	0.0040	0.1242	0.0040	0.1004	0.0040	0.0699	0.0040	0.0547	0.0040	0.0454	C (TCM)
148	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X					2005 2003	0.0208	0.3880	0.0206	0.3135	0.0206	0.2171	0.0206	0.1800	0.0206	0.1494	C (TCM)
149	2003-08	DC	CNG Rental Cars (18)				X		2005											SP
150	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X					2005 2004	0.3721	6.9884	0.3688	5.6474	0.3688	3.9106	0.3688	3.2400	0.3688	2.6889	C
151	2003-08	DC	CNG Refuse Haulers (2)	X					2005 2004											H (TCM)

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152	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.1337	2.5207	0.1325	2.0370	0.1325	1.4106	0.1325	1.1681	0.1325	0.9694	C
153	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.8217	15.3849	0.8145	12.4326	0.8145	8.6087	0.8145	7.1356	0.8145	5.9220	C
155	2003-08	MDOT	Employer Vanpool Program (WVB)				X	2005												C
156	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0329	0.5860	0.0326	0.4735	0.0326	0.3276	0.0326	0.2735	0.0326	0.2270	C
157	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0710	1.2043	0.0704	0.9732	0.0704	0.6728	0.0704	0.5660	0.0704	0.4697	C
158	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.4614	8.2168	0.4574	6.6401	0.4574	4.5942	0.4574	3.8360	0.4574	3.1836	C
159	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.1117	1.9598	0.1108	1.5837	0.1108	1.0955	0.1108	0.9168	0.1108	0.7609	C
160	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0095	0.1778	0.0094	0.1437	0.0094	0.0995	0.0094	0.0824	0.0094	0.0684	C
161	2003-08	Regional	Regional Traveler Information Systems			X		2005	VA:2000 before	3.6326	67.4116	3.6007	54.4758	3.6007	37.7158	3.6007	31.3014	3.6007	25.9780	TR
162	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.1668	3.1334	0.1654	2.5321	0.1654	1.7534	0.1654	1.4527	0.1654	1.2056	C
163	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0772	1.2994	0.0765	1.0500	0.0765	0.7258	0.0765	0.6113	0.0765	0.5073	C (TCM)
164	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0319	0.6008	0.0316	0.4855	0.0316	0.3362	0.0316	0.2784	0.0316	0.2310	C
165	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0065	0.1210	0.0064	0.0978	0.0064	0.0677	0.0064	0.0561	0.0064	0.0466	C
166	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004												SP
167	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0111	0.2081	0.0110	0.1682	0.0110	0.1164	0.0110	0.0965	0.0110	0.0801	C
168	2003-08	MCG	Annual Sidewalk Program	X				2004		0.1772	3.3278	0.1756	2.6892	0.1756	1.8622	0.1756	1.5428	0.1756	1.2804	C
169	2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0348	0.6726	0.0345	0.5435	0.0345	0.3765	0.0345	0.3107	0.0345	0.2579	C
170	2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0628	1.3251	0.0623	1.0708	0.0623	0.7427	0.0623	0.6058	0.0623	0.5028	C
171	2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0500	0.9877	0.0496	0.7982	0.0496	0.5531	0.0496	0.4550	0.0496	0.3776	C
172	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0991	1.8493	0.0983	1.4944	0.0983	1.0347	0.0983	0.8581	0.0983	0.7122	C
173	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0038	0.2227	0.0038	0.1800	0.0038	0.1259	0.0038	0.0944	0.0038	0.0783	C
174	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0033	0.1949	0.0033	0.1575	0.0033	0.1102	0.0033	0.0826	0.0033	0.0685	C
175	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.2387	4.0174	0.2366	3.2465	0.2366	2.2442	0.2366	1.8900	0.2366	1.5685	C
176	2003-08	VDOT	Universal Transportation Access Program	X				2005	2005-07	0.0125	0.2350	0.0124	0.1899	0.0124	0.1315	0.0124	0.1090	0.0124	0.0904	C
177	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0050	0.0888	0.0049	0.0717	0.0049	0.0496	0.0049	0.0414	0.0049	0.0344	C
178	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0276	0.4908	0.0273	0.3966	0.0273	0.2744	0.0273	0.2291	0.0273	0.1901	C
179	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0081	0.1500	0.0080	0.1212	0.0080	0.0839	0.0080	0.0696	0.0080	0.0578	C
180	2003-08	VDOT	Commuter Choice	X				2005		0.0092	0.1764	0.0091	0.1426	0.0091	0.0988	0.0091	0.0816	0.0091	0.0677	C
181	2003-08	VDOT	Employer Shuttle Services				X	2005		0.1090	2.0943	0.1081	1.6924	0.1081	1.1723	0.1081	0.9682	0.1081	0.8035	C
184	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006											C
185	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0189	0.3212	0.0188	0.2595	0.0188	0.1794	0.0188	0.1509	0.0188	0.1253	C
187	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0206	0.3648	0.0204	0.2948	0.0204	0.2040	0.0204	0.1704	0.0204	0.1414	C
190	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008											C
191	2003-08	VDOT	Town of Leesburg P&R Lot	X				2005	2010	0.0282	0.4885	0.0280	0.3948	0.0280	0.2730	0.0280	0.2289	0.0280	0.1900	C
192	2003-08	VDOT	District-wide P&R Lots	X				2005	2001-2005	0.1603	2.7917	0.1589	2.2560	0.1589	1.5604	0.1589	1.3072	0.1589	1.0848	C
193	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.2462	4.1440	0.2440	3.3488	0.2440	2.3149	0.2440	1.9495	0.2440	1.6180	C
196	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004											SP (TCM)
197	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06											SP
198	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004											SP
199	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0134	0.2253	0.0133	0.1821	0.0133	0.1259	0.0133	0.1060	0.0133	0.0880	C
200	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bke Racks)	X				2005	2004	0.0129	0.2412	0.0128	0.1949	0.0128	0.1350	0.0128	0.1119	0.0128	0.0929	C (TCM)

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										PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x	PM _{2.5}	Precursor NO _x		
202	2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.0497	0.9214	0.0492	0.7446	0.0492	0.5155						SP
203	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses				X	2005	Ongoing	0.6078	11.2788	0.6024	9.1145	0.6024	6.3103						SP
204	2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)					2005		0.0831	1.5336	0.0824	1.2393	0.0824	0.8580	0.0824	0.7126	0.0824	0.5914		c
205	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)				X	2005	2005	0.0440	0.7416	0.0436	0.5993	0.0436	0.4143	0.0436	0.3488	0.0436	0.2895		c
206	2003-08	MDOT	Additional Bike Lockers at Metro-Stations					2005		0.1407	2.6246	0.1395	2.1210	0.1395	1.4685	0.1395	1.2179	0.1395	1.0107		c
207	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location				X	2005	2005	0.1154	2.0730	0.1144	1.6752	0.1144	1.1592	0.1144	0.9667	0.1144	0.8023		c
208	2003-08	MDOT	CNG Fueling Stations					2005													SP
209	2003-08	MDOT	Gas cap replacements (ROP Credit)					2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		SP
210	2003-08	MDOT	Gas can turnover (ROP Credit)					2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		SP
211	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0149	0.2781	0.0148	0.2247	0.0148	0.1556	0.0148	0.1290	0.0148	0.1071		C (TCM)
212	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk				X	2005	Ongoing	0.0022	0.0603	0.0022	0.0487	0.0022	0.0339	0.0022	0.0268	0.0022	0.0223		c
213	2003-08	MDOT	Transit Prioritization - Queue Jumps					2005		0.0227	0.4735	0.0225	0.3827	0.0225	0.2654	0.0225	0.2168	0.0225	0.1799		c
214	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.5782	10.8048	0.5732	8.7314	0.5732	6.0457	0.5732	5.0126	0.5732	4.1601		c
215	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)				X	2005	Ongoing	0.0572	1.0973	0.0567	0.8868	0.0567	0.6142	0.0567	0.5074	0.0567	0.4211		c
216	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.8541	15.1122	0.8466	12.2123	0.8466	8.4488	0.8466	7.0611	0.8466	5.8602		c
217	2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles					2005													H
218	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.9121	16.1390	0.9041	13.0421	0.9041	9.0228	0.9041	7.5408	0.9041	6.2584		c
219	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.1588	2.9825	0.1574	2.4102	0.1574	1.6690	0.1574	1.3828	0.1574	1.1476		c
220	2003-08	REGION	Signal System Optimization	X				2005	2005	1.0154	18.8425	1.0065	15.2268	1.0065	10.5421	1.0065	8.7492	1.0065	7.2612		TR
221	2007-12	MDOT	Two P & R Lots in Frederick County (99 spaces)	X				2007	2008	0.0122	0.2129	0.0121	0.1720	0.0086	0.0831	0.0086	0.0709	0.0086	0.0589		c
222	2007-12	MDOT	MDOT P & R Lots at US 340 (66-99 spaces, Frederick Co.)	X				2007	2007												
223	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. (37 spaces)	X				2008	2008	0.0094	0.1634	0.0093	0.1321	0.0093	0.0913	0.0093	0.0765	0.0093	0.0635		
224	2008-13	MDOT	MCG/MDOT P & R Lots at US 340 & Mt Zion Rd. - expansion (39 spaces)					2011	2011												
225	2008-13	MDOT	MCG/MDOT P & R Lots at I 70 & MD 355 (100 spaces)					2010	2010	0.0124	0.2150	0.0123	0.1738	0.0123	0.1202	0.0123	0.1007	0.0123	0.0836		
226	2008-13	MDOT	MCG/MDOT P & R Lots at I 270 & MD 80 (164 spaces)	X				2009	2009	0.0203	0.3526	0.0201	0.2850	0.0201	0.1971	0.0201	0.1652	0.0201	0.1371		
227	2008-13	MDOT	MDOT Syglal System Reviewing					2010	on-going												
228	2008-13	MDOT	MDOT Takoma Langely Transit Center					2012	2012	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Available Emissions Credits										17.811	389.360	17.655	314.694	15.744	198.753	15.141	159.918	15.141	132.721		

TERM TRACKING SHEET
AIR QUALITY CONFORMITY UPDATE
TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)
Part B - Yearly PM_{2.5} and Precursor NOx Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/YEAR REDUCTION								Project Category		
				FULL	SCALED-BACK	UNDER-WAY	REMOVED			2015		2017		2020		2030			2040	
										PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx	PM _{2.5}	Precursor NOx		PM _{2.5}	Precursor NOx
221	1995-00 TIP	REGION	M-24 Speed Limit Adherence					2010		1.8635	34.5809	1.8471	27.9451	2.1072	22.0719	0.7941	6.9030	0.7941	5.7290	TR
222	1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0272	0.5056	0.0270	0.4086	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
223	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0545	1.0113	0.0540	0.8172	0.0531	0.5559	0.0147	0.1279	0.0147	0.1062	C
224	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0272	0.5056	0.0270	0.4086	0.0265	0.2780	0.0074	0.0640	0.0074	0.0531	C
225	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)				X	2015		0.0000	0.0000	0.0000	0.0000	5.2412	54.8984	12.6415	109.8936	12.6415	91.2039	H
226	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.0000	0.0000	4.1929	43.9187	5.0566	43.9574	5.0566	36.4816	H
227	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0681	1.2641	0.0675	1.0215	0.0663	0.6949	0.0184	0.1599	0.0184	0.1327	C
228	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0000	0.0000	0.0218	0.2280	0.0147	0.1279	0.0147	0.1062	C
229	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.1362	2.5282	0.1350	2.0430	0.1327	1.3898	0.0368	0.3199	0.0368	0.2655	C
230	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0000	0.0000	0.0082	0.0855	0.0055	0.0480	0.0055	0.0398	C
231	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0068	0.1264	0.0068	0.1022	0.0066	0.0695	0.0018	0.0160	0.0018	0.0133	C
232	1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	1997-02 TIP	MGC	Silver Spring Transit Access							0.0068	0.1264	0.0068	0.1022	0.0054	0.0570	0.0037	0.0320	0.0037	0.0265	C
234	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.1294	2.4018	0.1283	1.9409	0.1261	1.3204	0.0350	0.3039	0.0350	0.2522	C
CLRP TOTAL										0.3610	41.2806	0.3579	33.3591	0.3804	26.0561	0.1196	7.9425	0.1196	6.5917	
CLRP + TIP TOTAL										18.172	430.641	18.013	348.053	16.124	224.809	15.261	167.861	15.261	139.313	

DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

IMPLEMENTATION STATUS:

- FULL = project is completed as planned at the time of analysis.
- SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
- UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
- REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

- PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
- ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED

- projects Emissions credits are not counted in total available emissions credits
- 1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- 2 Line item 108 & 219 credits are taken only for year 2010

ITEM 10 - Information

November 28, 2012

Briefing on the Draft 2012 CLRP Brochure

Staff Recommendation: Receive briefing on the draft 2012 CLRP brochure which describes what is in the plan and how the plan performs.

Issues: None

Background: The 2012 CLRP was adopted by the TPB on July 18, 2012.

The draft brochure can be found online at: <http://www.mwcog.org/2012CLRP/>

ITEM 11 - Information

November 28, 2012

Briefing on the New Transportation Alternatives Program under MAP-21

Staff

Recommendation: Receive briefing on the new Transportation Alternatives Program and the potential role of the TPB in the selection of projects under the program.

Issues: None

Background: MAP- 21 established the Transportation Alternatives Program to fund small projects considered “alternatives” to traditional highway construction. It combines several formerly stand-alone programs, including Transportation Enhancements, Safe Routes to School, and Recreational Trails.

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

MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)
FROM: John Swanson, Principal Transportation Planner
SUBJECT: MAP-21's Transportation Alternatives Program (TAP)
DATE: November 15, 2012

Overview

The Transportation Alternatives Program (TAP) is a new formula program under MAP-21 that provides funding to projects considered "alternatives" to traditional highway construction. Eligible uses include ped/bike facilities, safe routes and accessibility improvements for non-drivers, community improvement and environmental mitigation, recreational trail program projects, safe routes to school projects, and others.

The TAP combines three former federal programs: Transportation Enhancements (TE), Safe Routes to Schools (SRTS), and Recreational Trails (RTP). But funding for the new program is only 2/3 the funding previously available for the three predecessor programs. Total funding available nationwide is \$808 million in FY2013 and \$819 million in FY2014. The program largely maintains eligibility from the earlier programs with some key changes. For example, the program no longer can be used to fund acquisition of scenic easements, safety/education for pedestrians/bicyclists (although programs targeting children are still eligible) or transportation museums. A newly added eligible category is called "safe routes for non-drivers."

One of the key differences between the TAP and the previous programs is that large MPOs will play a new role in project selection for a portion of program funds that will be suballocated to large metropolitan regions. MAP-21 specified that in urbanized areas with populations over 200,000, the metropolitan planning organization "*shall select projects carried out within the boundaries of the applicable metropolitan planning area, in consultation with the relevant state.*"

Launching the Program Nationwide

The Federal Highway Administration issued Interim Guidance for the program on October 22, 2012. MAP-21 indicates that FY2013 is the first year in which TAP program requirements must be followed.

The allocation and sub-allocation of TAP funding is structured as follows:

- Each state will be allocated a portion of TAP funding based upon the state's proportionate share of FY2009 Transportation Enhancements funding.
- Within each state the Recreational Trails funds will be taken off the top of every state's allocation. These set-asides will be equivalent to each state's 2009 apportionment for federal Recreational Trails funds. Out of the total TAP apportionments for each state, the following percentages are expected to be set aside for Recreational Trails: 26% in DC, 9% in Maryland, and 5% in Virginia. MAP-21 requires the governors/DC mayor to designate the agency to administer Recreational Trails funds.

- The remaining TAP funds will be suballocated as follows:
 - 50% will be suballocated to large urbanized areas with populations larger than 200,000. The amount of funding allocated to each of these areas will be proportional to the size of its population. The MPOs in these areas will be responsible for project selection.
 - 50% of funds will suballocated for statewide project selection.

The TAP Interim Guidance specifies that an MPO can allow a state to run the competitive selection process for its suballocated TAP funding. However, the state cannot require the MPO to turn over its selection process.

The law permits funding from the following categories to be transferred to TAP projects: the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), Congestion Mitigation/Air Quality Program (CMAQ). The law also permits state DOTs to transfer the TAP funding that is suballocated for statewide project selection to these same categories.

Establishing the Program in Our Region

In the National Capital Region, this new program offers an unusual opportunity to fund regional priorities and complement regional planning activities. It could promote key goals of the TPB, including increasing non-motorized transportation options and promoting the development of regional activity centers in all jurisdictions of the region. It will also complement a range of TPB planning activities, including the Transportation/Land-Use Connections (TLC) Program, which funds small-scale planning grants often focused on non-motorized modes, and the TPB's role in managing project selection for federal programs focused on the needs of low-income people and persons with disabilities.

The TPB Citizens Advisory Committee and the Access for All Advisory Committee have spoken in favor of the establishment of a robust regional TAP program. At their meeting in October, CAC members spoke about the need to be sure the Transportation Alternatives Program is implemented in a unified manner within our region and is not simply three separate programs in D.C., Maryland and Virginia. Recognizing that this new federal program represents a rare opportunity for regional planning but that the TPB faces a unique challenge in coordinating among three state-level jurisdictions to implement a regional program, the CAC unanimously passed the following resolution:

“The CAC recommends that the TPB move forward expeditiously to develop a competitive regional program for implementing the new federal Transportation Alternatives Program, using a transparent project selection process and regional project selection criteria.”

At its October 25, 2012 meeting, the Access for All (AFA) Advisory Committee agreed with the CAC's recommendation and asked that the TPB also consider giving priority to TAP project applications that improve transportation for persons with disabilities, those with limited incomes and, minority communities. The AFA suggested that within the TPB evaluation criteria for scoring projects, extra points could be assigned to applications that address transportation for these groups.

Implementing the program in our three-state region poses unique challenges. An effective regional program must be flexible enough to work with the processes of each of our states while maintaining an identity and purpose that is common across our state lines. Applicants in our region will be eligible for

both suballocated and statewide funds within their respective states, and therefore we will need to coordinate within each state and among them, seeking to align the selection process and scheduling as much as possible to provide a seamless application process.

In addition, the transitions from the previous programs may be complicated. Clearly, the law intends for the new rules to apply for the new TAP funding, which begins in FY2013. But in many cases, funding from the previous programs (TE and SRTS) will continue to be expended according to the rules of those previous programs, which did not suballocate funding and had somewhat different eligibility requirements. In addition, there may be project applications that have been submitted to the previous TE and SRTS programs that have not yet been funded but may be eligible for the new TAP funding.

For all three states combined, the suballocated portion of program funds for our region is expected to be \$4-5 million annually. Relative to the eligible projects throughout the region, this funding total will be very modest, a fact that further supports the need to establish a selection process that is efficient and well-coordinated.

TPB Staff Proposal

Based upon staff review of the law and guidance, and discussions with the three state DOTs, TPB staff is proposing the establishment of a regional TAP project selection process in our region. The process would be grounded in the following key features for both suballocated and statewide funds:

- Projects will be selected for the suballocated funds by the TPB using regional project selection criteria established by the TPB. For the statewide funds, project selection will be conducted by the three states.
- Applicants will fill out only one application issued by their respective states, making them eligible for project selection for both suballocated and statewide funds.
- Funds allocated from each state, both for the statewide and suballocated funds, will stay within that state.
- State transportation agencies will manage project implementation by successful project applicants.

The TPB's proposed competitive selection process for projects funded through the region's TAP suballocation, would include the following steps and features:

- The state DOTs would screen all applications for eligibility and readiness, ensuring that only eligible and implementable projects would be considered.
- An impartial regional panel appointed by the TPB would select projects using regional project selection criteria developed to reflect agreed-upon regional goals. This panel will be similar to the selection panel for the TPB's Transportation/Land-Use Connections (TLC) Program which is chaired by a TPB member and includes representatives from national-level organizations, including the Transportation Research Board (TRB), the American Planning Association (APA), the Institute for Transportation Engineers (ITE), and the American Institute of Architects (AIA).

- The regional project selection process would be coordinated with the state project selection process. Ideally, the selection panel would consider projects from all three states at the same time (although again, suballocated funds for each state would only be awarded to projects within that state).
- As indicated in the Interim Federal Guidance, the program will require a minimum 20% local match.

Moving Forward

TPB staff supports a proposal by the Maryland Department of Transportation that TAP funds for FY2013 and FY2014 be combined into one joint solicitation to be issued early in 2013, with project selection occurring by the end of June. Such a combination of funding would ease the transition from previous programs and would permit the program partners additional time to establish the new program.

TPB staff is currently conducting discussions with DDOT, MDOT and VDOT regarding the establishment of the TAP in our region. Staff will provide a progress report at the Board's next meeting on December 19.

ITEM 12 - Information

November 28, 2012

Briefing on the New Section 5310 Enhanced Mobility Program under MAP-21

Staff

Recommendation: Receive briefing on how MAP-21 changed three former FTA programs, Job Access and Reverse Commute, New Freedom, and Section 5310 Elderly and Disabled; and on potential designated recipient(s) for the new MAP-21 Section 5310 program in the Washington DC-VA-MD Urbanized Area.

Issues: None

Background: On October 10, 2012, FTA issued interim guidance on MAP-21 which states that the MPO should initiate discussions on the designated recipient for the new Section 5310 Enhanced Mobility program.

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

MEMORANDUM

TO: National Capital Region Transportation Planning Board (TPB)

FROM: Wendy Klancher, Principal Transportation Planner

SUBJECT: MAP-21's Section 5310 Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area

DATE: November 15, 2012

Overview

In 2006, the TPB was designated as the recipient for two SAFETEA-LU Federal Transit Administration (FTA) programs: 1) Job Access and Reverse Commute (JARC), which provided funding for low-income workers to reach employment and employment training activities; and 2) New Freedom, which funded transportation services for persons with disabilities. Since 2006, the TPB has funded 59 JARC and New Freedom grants totaling over \$20 million.

On July 6, 2012 a new two-year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law. MAP-21 made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". This memorandum will review the TPB role under SAFETEA-LU, describe the new Section 5310 Enhanced Mobility program defined under MAP-21, and present a TPB staff proposal for implementing this new Section 5310 Enhanced Mobility program in the National Capital Region.

TPB Role in SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs

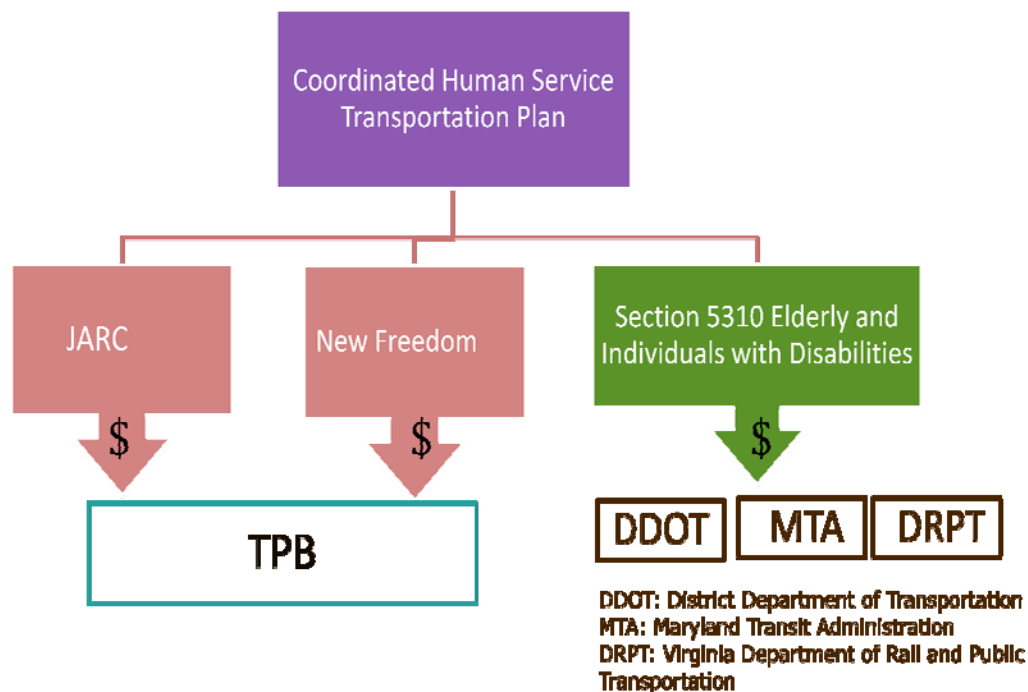
SAFETEA-LU required that projects for JARC, New Freedom and Section 5310 programs be derived from a Coordinated Human Service Transportation Plan ("Coordinated Plan"), as illustrated in Figure 1 below. Figure 1 also shows that under SAFETEA-LU, the TPB served as the Designated Recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area, while the Section 5310 program was administered on a statewide basis by the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT). The SAFETEA-LU Section 5310 program was for capital projects only, and was primarily used to provide wheelchair-accessible vehicles to non-profit agencies for transportation for older adults and people with disabilities.

The TPB's role under SAFETEA-LU with the JARC and New Freedom programs was to 1) establish a Task Force on human service transportation coordination develop and update a Coordinated Plan,

2) solicit project proposals and select projects, and 3) administer and provide oversight for the grants as the designated recipient of JARC and New Freedom funds. TPB staff reviewed Section 5310 applications from DDOT, MTA and DRPT for consistency with the Coordinated Plan but had no role in selection, administration and oversight of these projects.

The TPB will continue to administer the JARC and New Freedom funds under SAFETEA-LU until all of the funds are expended and the grants are closed-out. In the January to April 2013 timeframe, the TPB will solicit for projects for the remaining JARC and New Freedom funds (\$1.3 million in JARC and \$750,000 in New Freedom). DDOT, MTA and DRPT will continue to administer remaining SAFETEA-LU funds under the old Section 5310 program.

Figure 1: SAFETEA-LU's Job Access and Reverse Commute (JARC), New Freedom and Section 5310 Programs



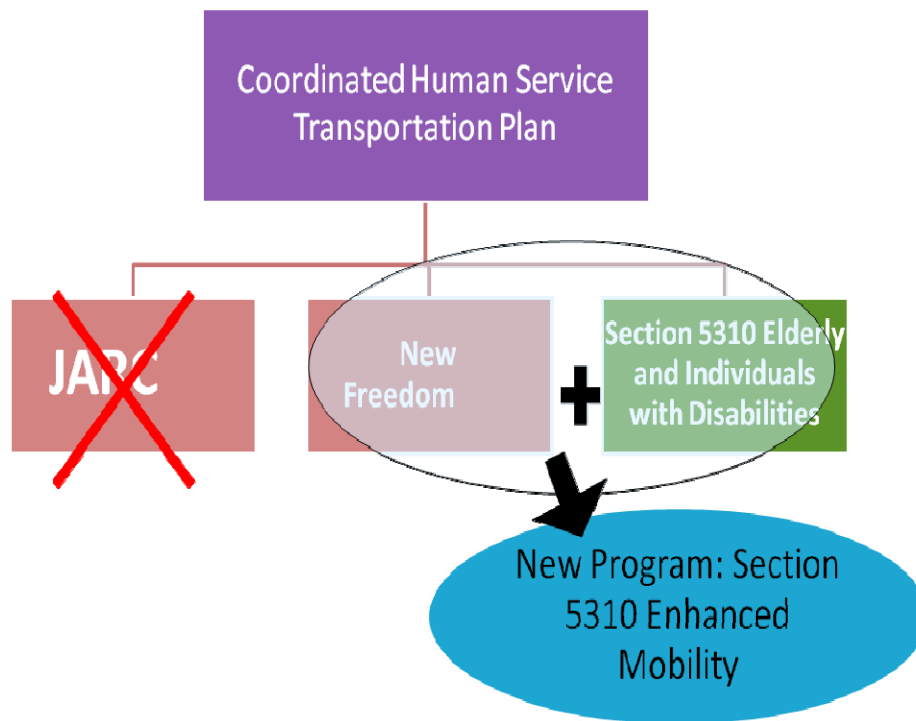
Changes under MAP-21

As Figure 2 illustrates, MAP-21 eliminated the JARC program and consolidated the New Freedom and Section 5310 into a new program called the “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program”. Job access and reverse commute activities are now an eligible expense under the Federal Transit Administration’s Section 5307 Urbanized Area Formula Program. Figure 2 also illustrates that MAP-21 retains the requirement for a Coordinated Human Service Transportation Plan, which must be used to guide funding decisions for the new Section 5310 Enhanced Mobility program.

The new Section 5310 Enhanced Mobility program “is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.”¹ Eligible activities are similar to the New Freedom program, and include capital and operating projects such as wheelchair-accessible vehicles, taxi vouchers, travel training on how to use fixed-route transit, and volunteer driver programs. A key new requirement is that MAP-21 requires at least 55 percent of the new Section 5310 Enhanced Mobility program be spent on capital projects, such as the wheelchair-accessible vehicles, and specifically names non-profit organizations as the recommended subrecipient of those grants. As with SAFETEA-LU, operating projects require a 50 percent match, and capital projects require a 20 percent match.

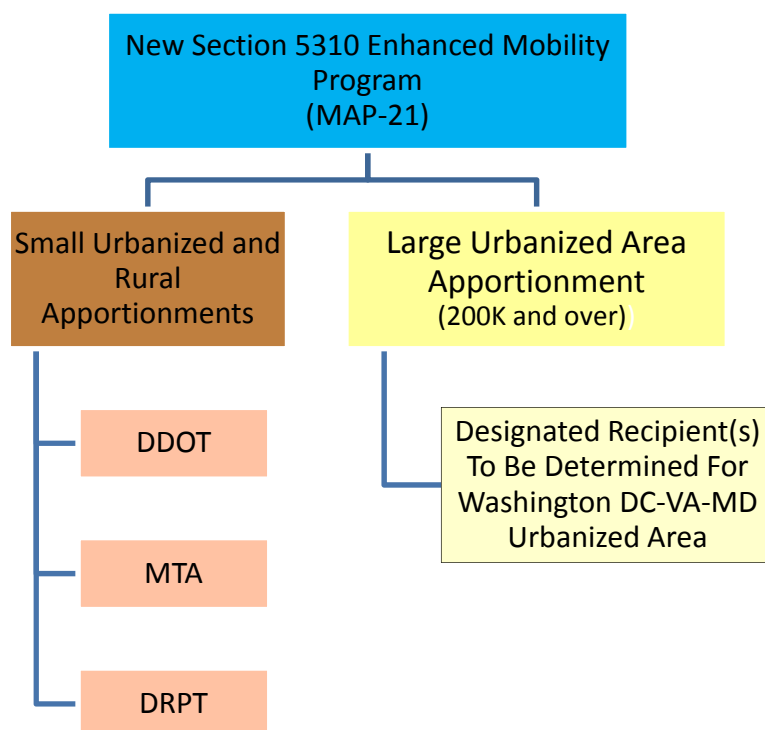
The old Section 5310 program under SAFETEA-LU provided a single apportionment to the state. As shown in Figure 3, the new Section 5310 Enhanced Mobility program under MAP-21 provides an apportionment to the Washington DC-VA-MD Urbanized Area, as well as to the states (DDOT, MTA and VDRPT) for rural and small urbanized areas. Figure 5 shows the 2010 Census Washington DC-VA-MD Urbanized Area.

Figure 2: MAP-21’s Changes: Consolidation of the Section 5310 and New Freedom Programs



¹ US Department of Transportation. Federal Transit Administration (FTA) Fact Sheet. Enhanced Mobility of Seniors And Individuals With Disabilities Section 5310.

Figure 3: Flow of Funds for New MAP-21 Section 5310 Enhanced Mobility Program



FTA Interim Guidance

On October 10, 2012, the Federal Transit Administration (FTA) issued interim guidance on MAP-21 requiring that large urbanized areas designate recipient(s) for the new Section 5310 Enhanced Mobility program. In the guidance, “FTA asks that in the large urbanized areas, the MPO initiate the process for designating a 5310 Designated Recipient as soon as possible. Funds cannot be awarded until this designation is on file with the FTA Regional office. A State agency could be designated as the recipient of section 5310 funds for a large urbanized area. However, if the State is selected as the designated recipient in a large urbanized area, the apportioned funds for the large urbanized area must be allocated to agencies within the urbanized area².”

The interim guidance outlines the responsibilities for Designated Recipients as: “notifying eligible local entities of funding availability; developing project selection processes; determining project eligibility; developing the program of projects; and ensuring that all subrecipients comply with Federal requirements”³.

² Notice of FTA Transit Program Changes, Authorized Funding Levels and Implementation of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and FTA Fiscal Year 2013 Apportionments, Allocations, Program Information and Interim Guidance. USDOT, Federal Transit Administration. October 10, 2012. Page 42.

³ Ibid.

The Washington DC-VA-MD Urbanized Area is expected to receive \$2.6 million in FY2013 for the new Section 5310 Enhanced Mobility program. The interim guidance reiterates that at least 55 percent of those funds must be spent on capital projects.

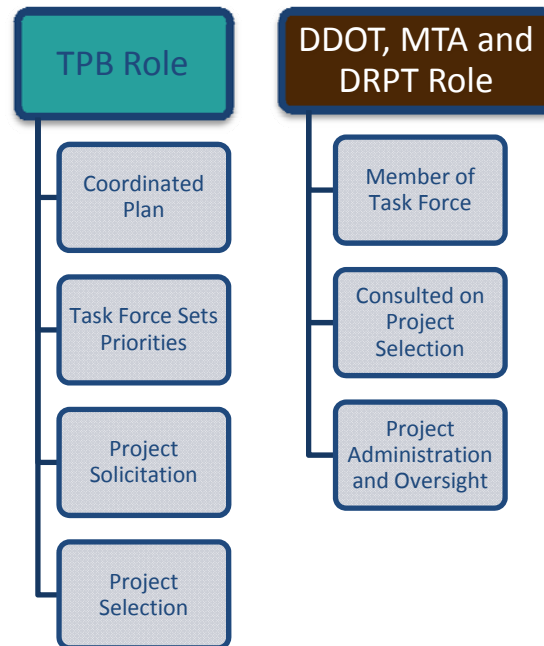
TPB Staff Proposal: Joint Designated Recipient

Staff of the TPB, the MPO in the National Capital Region, has initiated discussions on the designated recipient(s) for the new Section 5310 Enhanced Mobility program with the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), and WMATA. TPB member Patrick Wojahn, as chair of the Human Service Transportation Coordination Task Force, has been participating in these discussions. TPB staff discussed the proposal with these agencies during a conference call on October 24, 2012. The proposal was presented to the TPB Technical Committee on November 2, 2012. On November 8, 2012, the TPB Human Service Transportation Coordination Task Force discussed the proposal. DRPT asked for MPO input on the designated recipient(s) for the Enhanced Mobility program at a conference call on November 14, 2012 and TPB staff presented this proposal.

Based on staff review of the law and guidance, and discussions with the state agencies, TPB staff is proposing that the Washington DC-VA-MD Urbanized Area have a Joint Designated Recipient arrangement between the TPB, DDOT, MTA and DRPT. Under this proposal:

- The TPB would continue to be responsible for the Coordinated Human Service Transportation Plan and for convening the Human Service Transportation Coordination Task Force in order to ensure a regional focus, and to take advantage of the regional coordination work already underway.
- The TPB would be responsible for project solicitation and selection, and would conduct these processes in close coordination with the state agencies.
- The TPB would approve the project recommendations and forward those recommendations to DDOT, MTA or DRPT depending on the location of the project.
- DDOT, MTA and DRPT would receive funds directly from FTA and be responsible for the implementation and administration of the projects in their jurisdictions.
- MAP-21 requires that 55% of the funds be spent on capital projects, such as vehicle procurement for non-profits. Because the state agencies already have the capacity to conduct large vehicle procurements that meet strenuous Federal rules, this proposal builds on the strengths of these agencies and allows for some economies of scale in concentrating the purchasing among fewer agencies.
- Regional projects could still be funded, either through WMATA, or by one state agency agreeing to be the project administrator.
- The goal of this proposal is to make the application process for current and future applicants as simple and seamless as possible so that these applicants can continue to provide critical transportation support to older adults and persons with disabilities.
- A Memorandum of Understanding (MOU) would be developed to clarify roles and responsibilities of a joint designated recipient arrangement.
- FTA would need to approve the arrangement, and possibly also be a signatory of the MOU.

Figure 4: Proposed Role of the TPB and State Agencies for Implementing the New Section 5310 Enhanced Mobility Program under MAP-21

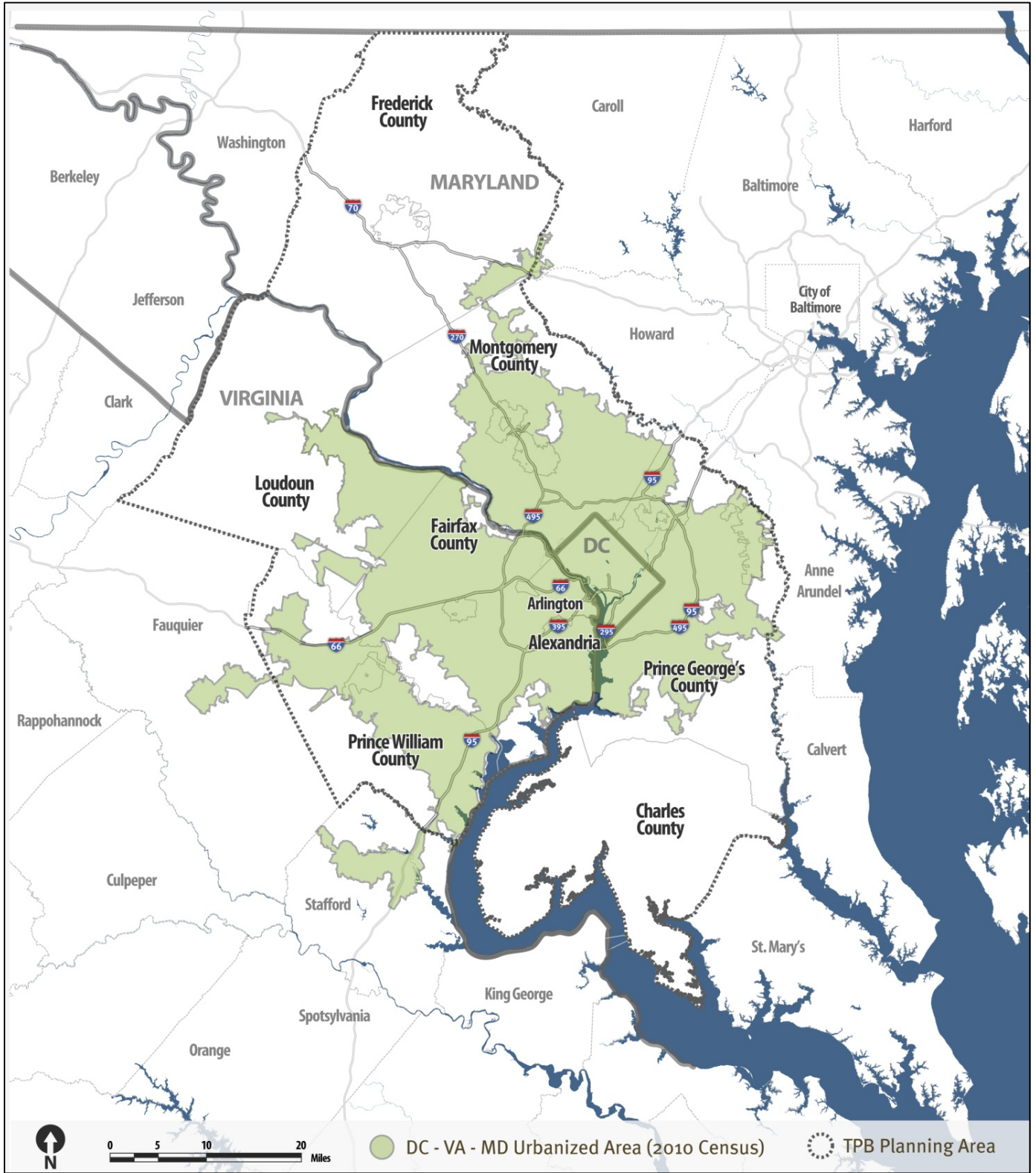


Next Steps

FTA's interim guidance on MAP-21 indicates that in large urbanized areas, no Section 5310 Enhanced Mobility funding can be spent until a designation has been submitted to FTA. In the National Capital Region, the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia have to designate recipient(s) for the new Section 5310 Enhanced Mobility program.

TPB staff will continue to hold regular conference calls with DDOT, MTA, DRPT, WMATA and Patrick Wojahn, as chair of the TPB Human Services Transportation Coordination Task Force, to discuss the designated recipient(s) arrangement. The Task Force will review the proposal in greater detail at its December 13 meeting. A progress report on the status of these discussions will be provided to the TPB at its December 19 meeting.

Figure 5: The 2010 Census Washington DC-VA-MD Urbanized Area



ITEM 13 - Information

November 28, 2012

Briefing on Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

Staff Recommendation: Receive briefing on major findings from the survey, including airport usage, airport mode of access and ground trip origin, air trip purpose, and air traveler characteristics.

Issues: None

Background: 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).

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

MEMORANDUM

TO: Transportation Planning Board

FROM: Richard I. Roisman, AICP
Continuous Airport System Planning Program Manager

DATE: November 14, 2012

RE: Results from the 2011 Washington-Baltimore Regional Air Passenger Survey

At its November 28, 2012 meeting, the Board will receive a briefing on the major findings from the 2011 Washington-Baltimore Regional Air Passenger Survey. For the Continuous Airport System Planning (CASP) program, which is funded by the Federal Aviation Administration (FAA), the airport system planning process consists of a continuous cycle that begins with the Washington-Baltimore Regional Air Passenger Survey. The survey has been performed periodically since 1981 and since 2005 has been performed every two (2) years. The 2011 survey is the tenth of the series. The results from the survey are used to develop forecasts of future air passenger travel and the ground travel of these air passengers to and from the region's three commercial airports. These forecasts are then integrated with the regional travel demand forecasting model, and in turn lead to the development of a revised airport ground access plan for the region. The revised airport ground access plan is then considered in the next update of the TPB's regional Constrained Long Range Plan.

The survey is conducted at the three regional commercial service airports: Ronald Reagan Washington National Airport (DCA), Washington Dulles International Airport (IAD), and Baltimore-Washington International Thurgood Marshall Airport (BWI). The administration of the survey and a portion of the follow-up processing and analysis are funded directly by the airport operators: two-thirds by the Metropolitan Washington Airports Authority (MWAA) for DCA and IAD, and one-third by the Maryland Aviation Administration (MAA, part of the Maryland Department of Transportation) for BWI. The remainder of the analysis is funded under the annual FAA grant that supports the other aspects of the CASP program.

The survey itself is an at-gate survey of departing passengers on a random sample of domestic and international flights during a two-week period in late October or early November of the survey year (in this case, 2011). All passengers age 16 and older are asked if they would be willing to complete the survey. While passenger participation in the survey is voluntary, staff works closely with MWAA and MAA to inform the airlines at each facility of the survey and its purpose for every survey year to maximize response rates. For the 2011 survey, which was conducted from November 2nd to November 15th, the sample consisted of 684 flights (605

domestic and 79 international) representing 59,300 enplanements (boardings). Approximately 23,500 passengers participated in the survey, a response rate of 39 percent. The survey results are annualized to observed annual passengers for calendar year 2011.

The survey itself consists of a written questionnaire that is distributed to departing passengers (who volunteer to participate) waiting in the gate area. The questionnaire, which only takes a few minutes to complete, contains questions about how the passenger traveled to the airport, from where and what time they began their trip to the airport, the purpose of their air travel, why they chose a particular airport, and basic demographic information such as location of residence, household size, age, and household income. Additional survey questions cover visitors to the area and use of ticketing and baggage services.

The survey results indicate that regional air passenger enplanements have increased slightly since the last survey was conducted in 2009. Enplanements are split roughly one-third each at each of the three regional airports, with a slightly smaller proportion at DCA. Most of the enplanements are passengers beginning their trip at one of the three airports rather than connecting from another flight; these passengers access the airport using the regional ground transportation network. Most of the locally originating passengers begin their trip to the airport at home, and most of them use a private car or rental car to get to the airport. Some of these characteristics vary between the three regional airports, and the presentation on the 28th will discuss some of these important differences.

Two other key findings from the 2011 air passenger survey are that 1) business travel (both government-related and non-government related) has increased significantly from 2009 at all three airports and 2) airport accessibility (defined in the survey as the closest airport) continues to be the primary factor in airport choice for both business and non-business air travelers. By 2040, air passenger travel at the three regional airports is forecast to more than double; as air travel increases, maintaining fast and reliable ground access to the airports will be extremely important to regional growth and prosperity.

The three commercial airports have a significant economic impact to the region, and the TPB has emphasized the importance of airports to the regional transportation system by including continued airport access as a goal in the TPB Vision. In addition, airport-related measures have been included in the Regional Transportation Priorities Plan.