



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

February 13, 2014

To: Transportation Planning Board

From: Gerald Miller
Acting Co-Director,
Department of Transportation Planning

Re: Letters Sent/Received Since the January 15th TPB Meeting

The attached letters were sent/received since the January 15th TPB meeting. The letters will be reviewed under Agenda #5 of the February 19th TPB agenda.

Attachments



U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3570
202-219-3545 (fax)

JAN 22 2014

The Honorable Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
c/o Gerald Miller and Robert Griffiths, Co-Directors of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, DC 20002-4201

Re: Air Quality Conformity Determination for the 2013 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2013-2018 Transportation Improvement Program (TIP) for the Washington Metropolitan Region

Dear Chairman Wojahn:

The 1990 Amendments to the Clean Air Act require transportation air quality conformity determinations for Metropolitan Transportation Plans, Transportation Improvement Programs (TIP), sections of a State Transportation Improvement Program (STIP) covering rural nonattainment/maintenance areas, and projects in areas that are designated as air quality nonattainment and maintenance areas. Section 176 (d) of the Clean Air Act establishes priority requirements for programs supported by the Federal government that target nonattainment or maintenance areas in order to provide for timely implementation of eligible portions of air quality plans.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) coordinated the transportation air quality conformity determinations submittal with the Environmental Protection Agency (EPA) and are jointly making this air quality conformity determination. This determination was triggered as a result of having completed the review of the 2013 Constrained Long Range Plan (CLRP) and the Fiscal Year (FY) 2013-2018 TIP for the Washington Metropolitan Region. The last air quality conformity determination for the 2012 CLRP and 2013-2018 TIP was made on May 30, 2013. On November 26, 2013, in a letter to FHWA's District of Columbia Division regarding the review of the 1997 8-Hour Ozone, 2008 8-hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM 2.5) Standards Conformity (enclosed), the EPA acknowledged its review and included technical documentation that supports the conformity finding of the region's 2013 CLRP.

FTA and FHWA find that the analytical results provided by the Transportation Planning Board (TPB) to demonstrate conformity are consistent with EPA's Transportation Conformity Rule (40

Re: Air Quality Conformity Determination for the 2013 CLRP and the FY 2013-2018 TIP for the Washington Metropolitan Region

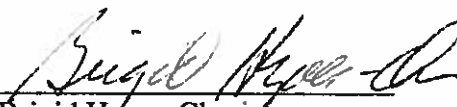
performed in accordance with the requirements specified in the Transportation Conformity Rule (40 CFR Part 93), as amended.

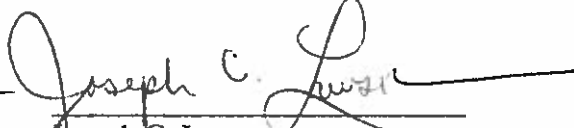
FTA and FHWA find that the TPB 2013 CLRP was developed based on a continuing, cooperative, and comprehensive transportation planning process carried on cooperatively by the TPB, the Washington Metropolitan Area Transit Authority (WMATA), the states of Maryland and Virginia, and the District of Columbia in accordance with the requirements of 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC).

Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provisions of Section 134(h)(2)(B), Title 23 USC, FTA and FHWA find the financial information needed to support our fiscal constraint determination is complete.

Any questions concerning this determination should be directed to Ms. Ms. Melissa Barlow, Community Planner of the FTA DC Metropolitan Office, at (202) 219-3565 or Ms. Sandra Jackson, Community Planner of the FHWA District of Columbia Division, at (202) 219-3521.

Sincerely,


Brigid Hynes-Cherif
Regional Administrator, Region III
Federal Transit Administration

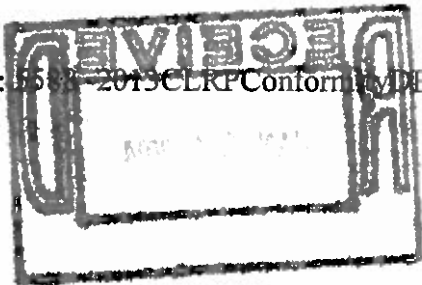

Joseph C. Lawson
District of Columbia Division Administrator
Federal Highway Administration

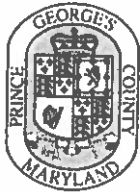
Enclosure

cc:

Kwame Arhin, FHWA Maryland Division
Ivan Rucker, FHWA Virginia Division
Edward Sundra, FHWA Virginia Division

File: 158-2013-CLRPConformityDET.docx 12/5/13





THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

Chairman

Mel Franklin

Councilman District 9

Honorable Barbara A. Mikulski
United States Senate
503 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Mikulski:

The Prince George's County Council voted unanimously to strongly urge our Senate and House of Representatives to support restoring the transit tax benefit to encourage the use of mass transit in the Washington D.C. Metropolitan region.

As you are aware in 2012 Congress passed American Taxpayer Relief Act, which among other provisions, restored parity between the mass transit and parking pre-tax benefits for 2013 at \$245 per month. However, the transit tax benefit expired as of January 1, 2014 and has been reduced to \$130 per month. At the same time, the tax benefit for parking benefits rose to \$250 per month, thereby creating an unfair disparity amongst modes and discouraging the use of public mass transit amongst those using the program.

This Federal tax credit benefit is critical to the efficient movement and maintaining a safe and reliable transit system used by Americans from all over our country and in the Washington D.C. Metropolitan region. Together METRO and MARC provides over 1.3 million trips a day with much of it to carry County and regional residents to and from work with the Federal government. According to Maryland Transit Administration (MTA) information, over 9,000 MARC and bus commuters take part in the program. The program benefits both employers and employees who participate in the pre-tax dollar program.

Thank you in advance for your continued support and attention to this matter. The members of the Prince George's County Council are available to discuss how we can support your efforts to restore this critical tax benefit to our regional workforce. We stand ready to work with you to support Congressional action to restore and continue this cooperative funding for the residents of the National Capital Region.

14741 Governor Oden Bowie Drive
County Administration Building – Upper Marlboro, Maryland 20772
CouncilDistrict9@co.pg.md.us – Fax (301) 952-5275

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Mel Franklin', with a stylized flourish extending to the right.

Mel Franklin
Chairman

cc: Hon. Martin O'Malley, Governor
Hon. Anthony G. Brown, Lt. Governor
Hon. James Smith, Secretary, Maryland Department of Transportation
Hon. Patrick Wojahn, Chair, COG Transportation Planning Board
Hon. Tom Downs, Chair, WMATA Board of Directors
Hon. Rushern Baker, III, Prince George's County Executive
Mr. Darrell Mobley, Acting Director, Prince George's County DPWT