

**NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD (TPB)**

DRAFT

Call for Projects

**For the 2008 Financially Constrained Long Range
Transportation Plan (CLRP) and Fiscal Year 2009 –
2014 Transportation Improvement Program (TIP)**



Draft of September 7, 2007



Proposed Schedule for the 2008 Financially Constrained Long-Range Plan (CLRP) and FY 2009 – 2014 Transportation Improvement Program (TIP)

*September 19, 2007	TPB Reviews Draft Call for Projects
*October 17, 2007	TPB Releases Final Call for Projects-- Transportation Agencies Begin Submitting Project Information through On-Line Database
December 7, 2007	TPB Technical Committee receives report on status of project submissions
January 4, 2008	<u>DEADLINE</u> : Transportation Agencies Complete On-Line Project Submissions. Technical Committee reviews Plan and TIP Project Submissions and draft Scope of Work for the Air Quality Conformity Assessment
January 10, 2008	Plan and TIP Project Submissions and draft Scope of Work Released for Public Comment at the Citizens Advisory Committee (CAC)
*January 16, 2008	TPB Briefed on Project Submissions and draft Scope of Work
February 9, 2008	Public Comment Period Ends
*February 20, 2008	TPB Reviews Public Comments and is asked to Approve Project Submissions and draft Scope of Work
April 25, 2008	<u>DEADLINE</u> : Transportation Agencies Complete TIP Project Submissions (Submissions must not impact conformity inputs; note that the deadline for conformity inputs was January 4, 2008)
May 15, 2008	TPB Citizen Advisory Committee hosts a public meeting on the Draft TIP.
*May 21, 2008	TPB Receives Status Report on the Draft Plan, TIP and Conformity Assessment
June 12, 2008	Draft Plan, TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*June 18, 2008	TPB Briefed on the Draft Plan, TIP and Conformity Assessment
July 12, 2008	Public Comment Period Ends
*July 16, 2008	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft Plan, TIP and Conformity Assessment for Adoption

AIR QUALITY CONFORMITY REQUIREMENTS

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards (PM_{2.5}, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and the TIP have to meet air quality conformity requirements as specified in the amended Environmental Protection Agency (EPA) regulations issued in March 2006.

Background

Ozone

Since EPA designated the Washington area (the metropolitan statistical area, or MSA, at that time) as nonattainment for the 1-hour ozone standard in the 1990 CAAA, the Metropolitan Washington Air Quality Committee (MWAQC) and the state air management agencies have developed state air quality implementation plans (SIP)s to achieve EPA's emissions reduction requirements and demonstrate attainment. These work efforts included the development and submittal to EPA of a final 'severe' area ozone attainment SIP in 2004, which, following EPA's approval in May 2005, established revised mobile source emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NO_x). On April 15, 2004 EPA designated the Washington, DC – MD – VA (MSA less Stafford County) area as 'moderate' nonattainment for the 8-hour ozone standard, which replaced the 1-hour ozone standard.

Following regional efforts to prepare an attainment plan to address 8-hour ozone requirements, the state air management agencies submitted the SIP to EPA in June 2007. Once approved by EPA for use in conformity, VOC and NO_x mobile source emissions budgets contained in that SIP will be applicable for the TPB's use in assessing conformity. The initial use of the new VOC and NO_x budgets is scheduled to be in the conformity assessment of the 2007 CLRP and the FY2008-2013 TIP in Fall 2007; the budgets will subsequently be used to assess conformity of the 2008 CLRP and FY2009 – 2014 TIP.

Fine Particles Standards (PM_{2.5})

On December 17, 2004 EPA designated the DC – MD – VA area (consisting of the 8-hour ozone area excluding Calvert County) as nonattainment for PM_{2.5}. As published in the January 5, 2005 Federal Register, these PM_{2.5} nonattainment designations became effective on April 5, 2005. Areas were given a 1 year grace period starting April 5, 2005 in which to demonstrate conformity of transportation plans and programs to the new standards. The primary conformity assessment criterion for PM_{2.5} in the Washington area, in this interim period until emissions budgets are set in the SIP in 2008, is to show that forecast year emissions are no greater than base year 2002 emissions. TPB staff conducted a conformity assessment for PM_{2.5} in the Fall of 2005. It was adopted by the TPB on December 21, 2005 and received federal approval on February 21, 2006. A second conformity assessment during this interim period occurred with the TPB's adoption of the 2006 CLRP and FY2007 – 12 TIP in October 2006, with federal approval occurring in April 2007.

The current schedule for the PM2.5 SIP involves submittal to EPA by April 5, 2008. Following EPA's 90 day adequacy review, the mobile emissions budgets (for direct PM2.5 and for precursor NOx emissions) contained within the SIP should be available for use in this upcoming conformity assessment of the 2008 CLRP and FY2009 – 14 TIP.

Current Status

As part of the conformity assessment of the 2008 CLRP and FY2009-2014 TIP, projected emissions for the actions and projects expected to be completed in the 2008, 2009, 2010, 2020 and 2030 analysis years will need to be estimated. If the analysis of mobile source emissions for any of these years shows an increase in NOx or VOC above what is allowed in the emissions budgets, or if PM2.5 emissions exceed the budgets to be developed in the forthcoming PM2.5 SIP, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions, as has been done in the past. The TPB Technical Committee's Travel Management Subcommittee is developing a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2008 CLRP and FY 2009-2014 TIP for the purpose of NOx, VOC, or PM2.5 emissions mitigation. Should emissions analysis for any forecast year estimate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.