

RESOLUTION DESIGNATING THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS, IN COOPERATION WITH THE TRANSPORTATION PLANNING BOARD, THE AIR QUALITY PLANNING COMMITTEE, AND NORTHERN VIRGINIA PLANNING DISTRICT COMMISSION TO DEVELOP THE REVISED IMPLEMENTATION PLAN FOR THE NATIONAL CAPITAL INTERSTATE AIR QUALITY CONTROL REGION

WHEREAS, the Clean Air Act Amendments of 1977, P.L. 95-95, (hereinafter called the "Act"), require that in certain areas which do not meet national ambient air quality standards (nonattainment areas), a revised implementation plan can be prepared and the deadline for attaining national standards can be extended to 1982, or in certain circumstances 1987; and

WHEREAS, the National Capital Interstate Air Quality Control Region is such a nonattainment area because of excessive levels of photochemical oxidants and carbon monoxide and, therefore is eligible to develop a revised implementation plan with a transportation control plan element and obtain the extension date for compliance with national standards; and

WHEREAS, Section 174 of the Act provides that within six months from enactment of the Act (i.e., February 7, 1978) the local governments in a nonattainment area may agree to designate an organization of local elected officials to prepare a revised plan and jointly determine with the state which elements of a revised plan will be planned for, implemented and enforced by the state, local governments and regional agencies; and

WHEREAS, the Metropolitan Washington Council of Governments (hereinafter called the "Council") is an organization of local elected officials which, through its associated policy bodies, has experience in air quality and transportation planning; and

WHEREAS, it has been proposed that the Council be the designated agency with overall responsibility for developing and coordinating the planning required by the Act through use of its existing policy structure; and

WHEREAS, the designation of the Council will assure a local/state/regional cooperative approach toward the planning, implementation or enforcement of the plan,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ALEXANDRIA, VIRGINIA as follows:

1. The City supports the designation of the Metropolitan Washington Council of Governments (COG), in cooperation with the Transportation Planning Board (TPB), Air Quality Planning Committee (AQPC), and the Northern Virginia Planning District Commission (NVPDC), as the agency responsible for carrying out the planning requirements of the Clean Air Act Amendments of 1977, in accordance with the process delineated in Paragraph 4 below, For purposes of this Resolution, the Air Quality Planning Committee means an interstate committee for the Metropolitan Washington Area organized in a manner approved by the COG Board of Directors and established for purposes of carrying out the duties and functions described herein;
2. This resolution represents the agreement of the City to participate in the planning process provided for by Sec. 174 of the Act; and
3. Copies of this resolution shall be transmitted to the Governor, the Administrator of the U. S. Environmental Protection Agency and the Council; and
4. The following shall be the responsibilities of the AQPC, TPB and COG Board of Directors in the development of a revised implementation plan for the region. Existing responsibilities of the TPB and AQPC will not be changed by their role in developing the revised implementation plan. In general, the AQPC shall be responsible for assessing the feasibility of non-mobile source controls and the TPB shall be responsible for planning and scheduling transportation control measures and for determining their feasibility for implementation. Air quality assessment of all measures and control packages will be the responsibility of the AQPC. The COG Board shall ensure that the planning efforts of TPB and AQPC can be integrated into a revised plan which will meet primary national standards. The specific roles and responsibilities in this planning process shall be as follows:

I. Role of Air Quality Planning Committee

The AQPC shall assist in the development of an integrated work program, in cooperation with the Land Use Policy Committee and other appropriate committees, for recommendation to the COG Board and shall address at least the following:

- A. Evaluate current air quality through inventory of pollution sources, emissions, air monitoring data, meteorology and determine share of current air pollution problem among source categories;
- B. Estimate future air quality problems; assess air quality impact of transportation plans and programs and of growth and development;
- C. Evaluate feasibility of non-mobile control measures;
- D. Determine the air quality impact of all potential measures;
- E. Assess air impact of alternative regional plans including options preferred by local governments;
- F. Monitor implementation and effectiveness of non-mobile source measures;
- G. Evaluate air monitoring program and recommend any needed changes in type of location to efficiently and accurately monitor air quality improvements.

II. Role of Transportation Planning Board

The TPB shall assist in the development of an integrated work program, in cooperation with the Land Use Policy Committee and other appropriate committees, for recommendation to the COG Board and shall address at least the following:

- A. Calculate existing travel demand, including estimating existing travel by mode, utilizing accepted simulation techniques;
- B. Predict future travel demand without the transportation control plan for selected target years using the procedures in Step A above, in order to establish a baseline condition against which alternative transportation control packages can be measured;
- C. Identify candidate transportation measures for improving air quality based on recent studies of transportation controls for air quality, and recommendations from implementing agencies, to identify candidate transportation measures and package them for testing and evaluation.
- D. Evaluate the alternative packages of transportation measures in terms of feasibility and timing of implementation, social and economic impacts, and effectiveness as related to improving air quality. Based on the air quality impact assessment of the alternative packages by AQPC, the packages will be re-evaluated and modified as necessary to achieve air quality improvement objectives.
- E. Incorporate transportation control measures into TIP, TSM.
- F. Monitor implementation and effectiveness of mobile source measures.

III. Role of COG Board

The role of the COG Board in formulating the revised implementation plan shall be to approve the work program, coordinate planning activities, review policies, resolve differences and adopt a plan.

A. Approve Work Program

The COG Board shall review and approve the Work Program prepared by the AQPC and TPB. The Board shall seek the views of the Land Use Planning Committee in formulating the work program and in all stages of developing the revised implementation plan. When necessary, the COG Board shall recommend common policies, standards and criteria to be used in the planning process.

B. Coordinate Planning Activities

It shall be the Board's responsibility to coordinate the planning efforts of the TPB and AQPC to assure that there is no duplication of effort, that standards and processes for use in development of the plan are agreed to and that there is a sharing of resources and information. The Board shall also obtain the participation of the Land Use, Water Resources Planning Board, and other COG committees and the states, as appropriate. To ensure coordination among these units in all phases of the planning process, the COG Board shall establish a steering committee composed of members of the AQPC, TPB, Land Use Policy Committee and such other members deemed appropriate. A public participation process for obtaining the necessary citizen involvement also shall be established.

C. Review Progress and Policies in Plan Formulation

The Board shall review the progress being made in carrying out the approved work program so that the necessary reduction in pollutants will be accomplished consistent with requirements in the Clean Air Act. The Board shall also assess whether there are any policy inconsistencies among recommendations which would prevent the attainment of standards and shall advise the TPB, AQPC and other appropriate COG policy committees of the need to reconcile inconsistencies. The Board's review shall be conducted in the framework of the Growth Policy Statement and other adopted regional policies.

D. Resolve Policy Differences and Adopt Plan

The COG Board will encourage the TPB and AQPC to use a cooperative approach to development of a revised implementation plan for consideration by local and state governments. In the effort to attain Federal primary air quality standards, AQPC will be responsible for developing non-mobile source programs and TPB will have responsibility for mobile source programs. Because the plan must address both, it is possible that there could be differences in the amount of reduction to be achieved by the non-mobile or mobile source programs. If such a difference occurs, it will be the responsibility of the Board to seek conciliation of the issue. Hopefully, the parties will settle the issue in this manner. But, in the event they do not, then the COG Board shall make the decision. This is the fundamental dispute resolution authority in the Board. Should such resolution be required, after the Board action it will then become the responsibility of the TPB to determine what type of programs for mobile sources shall be developed. In the event the AQPC or the TPB and/or its member transportation agencies, do not concur with the COG Board's decision regarding the amount of reduction to be achieved by mobile and non-mobile sources, the specific objections shall be cited and appended to any plan approved by the COG Board of Directors. On non-mobile sources, the AQPC, in conjunction with the Land Use Policy Committee and Water Resources Policy Committee, shall develop a counterpart program. It is vitally important to emphasize that all of these planning efforts will be accomplished with the full participation of the local governments, other affected agencies and the states. The operational and regulatory units of government must agree to the resultant plan since they will have to assume the responsibility for its implementation. Subsequent to formulating the initial revised implementation plan. Prior to submission of the plan to the States and EPA, the adopted revised implementation plan shall be transmitted to the participating local governments in COG for their approval. Such formal approval will be a manifestation of the local governments acceptance of the plan and its intent to carry out whatever responsibility it has agreed to assume in implementing the plan. This process will continue on an annual basis to allow for necessary modification of the plan and ensure that it is adapted to changing circumstances.

POSSIBLE ASSIGNMENTS
STATE, LOCAL, AND REGIONAL
RESPONSIBILITIES

| <u>CANDIDATE ELEMENT CLASSIFICATIONS</u> | <u>PLANNING</u> | <u>IMPLEMENTATION</u> | <u>ENFORCEMENT</u> |
|---|-----------------|-----------------------|--------------------|
| Traffic Operation Improvement | R,L,S | S,L | S,L |
| Improve Transit and High Occupancy Vehicles Treatment and Service | R,L | R,L | S,L |
| Pedestrian and Bicycle Movement | R,L | S,L | S,L |
| Parking Management | R,L | L | L |
| Vehicle Inspection/Maintenance | R,S | S | S |
| Transportation Pricing | R,S | S,L | S,L |
| Control of Emissions at Source (mechanical control) | R | S,L | S,L |

S - State
L - Local
R - Regional - COG/TPB/AQPC: WMATA

FRANK E. MANN

MAYOR

ATTEST:

Helen Holleman Clerk

Adopted January 24, 1978