



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

December 15, 2003

The Honorable Peter Shapiro, Chair
National Capital Region, Transportation Planning Board
777 North Capitol Street, N.E.
Washington, D.C. 20008

Dear Chairman Shapiro:

The Audubon Naturalist Society, the Chesapeake Bay Foundation, Environmental Defense, and certain other groups would appreciate your immediate attention to the following information/data request. We appreciate the recent cooperation of the Transportation Planning Board in providing our consultant with the Version 2 model setups in a timely manner to facilitate our independent oversight of this complex technical analysis tool, and in encouraging ongoing cooperative stakeholder involvement in your technical process to help improve the integrity and public confidence in that process.

We have recently been informed by both the Federal Highway Administration and the Maryland State Highway Administration (the latter by undated letter of Neil Pedersen, Administrator) that the traffic forecast modeling for the Draft Environmental Impact Statement (DEIS) on the Intercounty Connector (ICC) will be performed using the TPB's Version 2.1C model and data inputs. We have also been directly informed by those same sources, and have noted from TPB Travel Forecasting Subcommittee minutes, that TPB staff and the modeling consultant to FHWA/SHA, Phil Shapiro, have refined "Version 2.1/TP+ Release C" to improve its operation and reliability for use in the ICC and other corridor and sub-area studies.

We believe it is especially important that the modified Version 2 model being used for the ICC analysis be made available to us as soon as possible for on-going independent oversight and use by our consultant, and by stakeholders with technical capability, relative to its application to the ICC DEIS. Therefore, we request that you release and forward on CD-ROM all appropriate base year calibration/validation files and model setups as well as future scenario setups and files developed for use by SHA/FHWA for the ICC analysis. These data should include all modeling files, including without limitation full documentation, specifications, and memoranda required to run the recently modified model officially being used to evaluate the ICC alternative routes, whenever practical in digital format. Kindly also indicate which specific transportation facilities are included in the validated baseline, the 2030 "no build," and the 2030 "build" scenarios.

Philip Merrill Environmental Center

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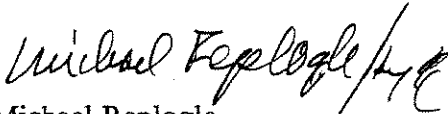
We would appreciate these data and related information being forwarded directly to our consultant, Norm Marshall, at Smart Mobility, Inc., 16 Beaver Meadow Road, #3, PO Box 750, Norwich, VT 05055. We would be willing to pay a reasonable cost for copying these data to CD-ROM, if required, although we encourage you to provide these publicly-developed data to us for independent use and open technical oversight as you have appropriately done on some occasions in the past, at no or low cost. Kindly notify me immediately if there will be a cost for these materials.

Given the speed with which SHA/FHWA are currently conducting their DEIS work, and our immediate need for these materials to effectively provide input into that study, we certainly appreciate your prompt response.

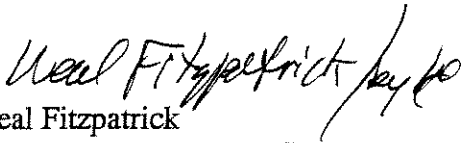
Yours sincerely,



Lee R. Epstein
Director, Lands Program, CBF



Michael Replogle
Director, Transportation Program, ED



Neal Fitzpatrick
Executive Director, ANS

cc: Neil J. Pedersen, Administrator, MD SHA
Nelson Castellanos, Regional Administrator, FHWA
Wesley Mitchell, ICC Project Manager, SHA
Doug Simmonds, SHA
Dan Johnson, Regional Environmental Program Manager, FHWA
Langley L. Shook, Sidley Austin Brown & Wood, LLP