

## **ITEM 8 - Information**

September 15, 2004

### Status Report on the Draft Air Quality Conformity Analysis of the 2004 Constrained Long Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP)

#### **Staff**

**Recommendation:** Receive briefing on the status of the air quality conformity analysis of the 2004 CLRP and FY 2005-2010 TIP.

**Issues:** None

**Background:** At the April 21 meeting, the Board approved the project submissions for inclusion in the conformity analysis for the 2004 CLRP and FY 2005-2010 TIP and also approved the scope of work for the air quality conformity analysis. At the July 21 meeting staff briefed the Board on these work activities.

The Board will be briefed on the status of conformity analysis, and on current and proposed TERMS. The draft air quality conformity determination, the draft 2004 CLRP, and draft FY 2005-2010 TIP are scheduled to be released for public comment on October 1, 2004.

## MEMORANDUM

September 9, 2004

To: Transportation Planning Board

From: Ronald Kirby, Director  
Department of Transportation Planning

Subject: Status Report on the Air Quality Conformity Analysis of the 2004 Constrained Long Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP), and on Transportation Emissions Reduction Measures (TERMs)

This memo provides an overview of the status of key activities for the air quality conformity analysis of the 2004 CLRP and FY 2005-2010 TIP. Staff has been proceeding with the specified work tasks since the TPB's April 21, 2004 approval of project submissions and the scope of work for the effort. Activities on several parallel work tasks are proceeding as described below.

### Transportation Network Coding Activities

Staff has completed and is currently reviewing coding of the highway, transit and HOV networks for all of the analysis years, 2005, 2015, 2025 and 2030.

### Land Activity Forecasts

Draft Round 6.4 Cooperative Forecasts, originally provided in May, have been revised. Refined forecasts (Round 6.4A) for year 2010 and beyond, reflecting the two different ICC alignments, have now been developed by the planning directors of the affected jurisdictions and were approved for use in the air quality conformity analysis by the Metropolitan Development Policy Committee (MDPC) at its meeting on September 8, 2004. These Round 6.4A Cooperative Forecasts are included in Appendix A.

Under amendments to EPA's air quality conformity rule published in the *Federal Register* on July 1, 2004, the conformity determination must use the planning assumptions available at the time the conformity analysis begins, defined as the point at which the MPO begins to model the impact of the plan and TIP on travel and emissions. Following the MDPC action on the Round 6.4A Cooperative Forecasts on September 8, 2004, TPB staff began the travel modeling analysis for the air quality conformity assessment using these Round 6.4A forecasts on September 9, 2004.

### Transit Fare Increases

Fare increases recently instituted at several transit properties have now been incorporated into the transit fare matrices which are applied in modal choice calculations.

### Travel Model Refinements (Version 2.1D)

Refinements to TPB's model set are almost complete. Staff presented the latest edition of the Version 2.1D travel model to the Travel Forecasting Subcommittee at its July 23, 2004 meeting. This version is being updated to reflect additional developmental work to better integrate the travel demand and mobile emissions post-processor models. A new draft model version (the production version to be applied in the conformity assessment) will be presented to the Travel Forecasting Subcommittee at its September 17, 2004 meeting.

### Mobile6.2 Emissions Factor Model

EPA has issued an updated version 6.2 of its emissions factor model. Following tests of the new model, staff applied it on a production basis to prepare updated mobile source emissions factors for each of the conformity analysis years. This work has been completed and these factors are ready for application in the air quality assessment.

### Transportation Emission Reduction Measure (TERM) Analysis

TERM analysis refers to the offline emissions benefit assessment of transportation projects and programs which cannot be analyzed through representation in highway, transit and HOV network analysis. These measures address: (1) projects which have been implemented, i.e., benefits explicitly included in past emissions budget comparisons, (e.g., such TERMS provided 2005 safety margins of 4.0 and 8.3 tons per day for VOC and NOx, respectively, in the conformity assessment of the 2003 CLRP and FY2004-09 TIP), and (2) potential projects which may be implemented in the future, especially in the mitigation of excess emissions associated with a given forecast year.

*1. Implemented Projects* - A complete listing of all TERMS used in previous conformity assessments is reflected in a table called the TERM Tracking Sheet. This table lists and arrays descriptive information for each project, including: the TIP or CLRP document in which the project first appeared; implementation status; completion date; emissions reduction estimates by year; and project category. Staff has refined the

previously estimated emissions benefits of each project in the table. Refinements are needed because each year the input assumptions, travel demand or emissions rates for a measure may change.

The following two examples illustrate the need for revisions of emissions benefit estimation for individual TERM projects:

(1) The removal of a project's offline credit due to its travel impacts being included within the travel demand model 'estimated to observed' relationships. Specifically, as the model's validation year moves forward through time, some projects are eventually reflected in the observed data for the validation year, and inclusion of additional offline benefits would doublecount the reductions.

(2) Recalculation of benefits through refined travel monitoring procedures after implementation. Specifically, in the latest program evaluation of the telecommuting TERM, redefined survey questions narrowing the definition of telecommuting will lower 'observed' rates of telecommuting. (Previous survey questions in some instances resulted in service personnel working away from their normal work site being classified as telecommuters.)

2. *Potential TERMS* - Each year, as part of air quality planning for conformity and for state implementation plan (SIP) work, staff analyzes prospective transportation measures which are advanced for consideration in the event additional reductions are required to demonstrate adherence to conformity budgets or to address SIP needs.

Updated Tracking Sheet results and draft results for potential TERMS (see Appendix B) were presented to the TPB Technical Committee at its September 3, 2004 meeting.

### **Summary and Revised Schedule**

Work is proceeding on several parallel fronts on the air quality conformity analysis, including TERM evaluation. With travel demand and emissions modeling developmental work completed and receipt of Round 6.4A land activity forecasts, completion of technical work activities and a draft report for the conformity assessment is scheduled for release for public comment and inter-agency review at the October 1, 2004 TPB Technical Committee and Steering Committee meetings. As shown on the attached revised schedule, the TPB is now scheduled to adopt the conformity determination and the CLRP and TIP at its November 17 meeting.

## **PROPOSED 2004 CLRP AND FY 2005-2010 TIP AIR QUALITY CONFORMITY SCHEDULE**

*December 17, 2003	TPB Reviews Draft Solicitation Document
*January 21, 2004	TPB Releases Final Solicitation Document
February 6, 2004	DEADLINE: Implementing Agencies Complete Electronic Submissions of Project Information to staff --including CMS, CLRP, and TIP Data.
February 12, 2004	CLRP and TIP Project Submissions for inclusion in the Air Quality Conformity Analysis and Draft Scope of Work Released for Public Comment and Inter-Agency Review
*February 18, 2004	TPB Reviews Project Submissions and Scope of Work
April 10, 2004	Public Comment Period Ends for Project Submissions and Scope of Work
*April 21, 2004	TPB Reviews Public Comments, Approves Project Submissions for inclusion in the Air Quality Conformity Analysis for CLRP and TIP and Scope of Work
*July 21, 2004	TPB Receives Status Report on Draft Air Quality Conformity Determination, CLRP and TIP Documents
August 27, 2004	Planning Directors sign-off on Round 6.4A Cooperative Land Activity Forecasts
September 8, 2004	Metropolitan Development Policy Committee Approves Round 6.4A Cooperative Land Activity Forecasts for use in Air Quality Conformity Analysis
September 9, 2004	TPB Announces Air Quality Conformity Analysis of 2004 CLRP and FY 2005-2010 TIP has began.
*September 15, 2004	TPB Receives Status Report on Draft Air Quality Conformity Analysis of the CLRP and TIP
September 17, 2004	New Draft of Version 2.1D Travel Model presented to Travel Forecasting Subcommittee
October 1, 2004	Draft Air Quality Conformity Determination, Draft 2004 CLRP, and Draft FY 2005-2010 TIP Released for Public Comment and Inter-Agency Review

\*TPB Meeting

- \*October 20, 2004      TPB Receives Briefing on Draft Air Quality Conformity Determination, CLRP and TIP Documents
- October 31, 2004      Public Comment Period Ends for Draft Documents
- November 10, 2004    COG Board of Directors Approves Round 6.4A Cooperative Land Activity Forecasts
- \*November 17, 2004    TPB Reviews Public Comments on Draft Documents, Approves Responses to Comments, and Adopts the Air Quality Conformity Determination, the 2004 CLRP and FY 2005-2010 TIP

\*TPB Meeting

## **APPENDIX A**

### Round 6.4A Cooperative Forecasts

Approved for use in the air quality conformity analysis of the 2004 CLRP and FY 2005-2010 TIP by COG's Metropolitan Development Policy Committee on September 8, 2004.

**Summary of Intermediate Employment Forecasts  
Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030	2000 to 2030		Regional Share
										Number	% Change	
<b>District of Columbia</b>	747.3	701.9	678.0	720.4	752.0	782.9	805.5	828.8	828.8	<b>150.8</b>	<b>22.2%</b>	<b>10.9%</b>
<b>Arlington County</b>	183.1	195.8	188.4	195.2	217.8	237.8	254.4	263.6	275.8	<b>87.4</b>	<b>46.4%</b>	<b>6.3%</b>
<b>City of Alexandria</b>	93.2	91.9	91.3	105.6	114.9	122.1	129.8	134.8	141.0	<b>49.7</b>	<b>54.5%</b>	<b>3.6%</b>
<b>Central Jurisdictions</b>	<b>1,023.6</b>	<b>989.6</b>	<b>957.7</b>	<b>1,021.2</b>	<b>1,084.7</b>	<b>1,142.9</b>	<b>1,189.7</b>	<b>1,227.1</b>	<b>1,245.6</b>	<b>287.9</b>	<b>30.1%</b>	<b>20.8%</b>
<b>Montgomery County (1)</b>	400.8	397.3	479.8	520.0	565.0	600.0	635.0	660.0	680.0	<b>200.2</b>	<b>41.7%</b>	<b>14.5%</b>
<b>Rockville (2)</b>	56.9	62.7	68.7	78.8	91.4	98.3	102.5	104.7	106.1	<b>37.4</b>	<b>54.4%</b>	<b>2.7%</b>
<b>Prince George's County</b>	310.4	301.3	327.5	357.9	402.5	438.0	485.5	543.3	585.7	<b>258.2</b>	<b>78.8%</b>	<b>18.7%</b>
<b>Fairfax County (3)</b>	403.7	459.6	532.8	595.0	653.2	678.4	708.5	736.5	758.9	<b>226.1</b>	<b>42.4%</b>	<b>16.4%</b>
<b>City of Fairfax (4)</b>	26.9	29.7	30.8	30.7	31.5	31.5	31.4	31.4	31.4	<b>0.6</b>	<b>2.1%</b>	<b>0.0%</b>
<b>City of Falls Church</b>	9.2	9.3	9.4	9.5	10.0	10.3	10.5	10.6	10.7	<b>1.3</b>	<b>13.8%</b>	<b>0.1%</b>
<b>Inner Suburbs</b>	<b>1,150.9</b>	<b>1,197.2</b>	<b>1,380.3</b>	<b>1,513.2</b>	<b>1,662.1</b>	<b>1,758.2</b>	<b>1,870.9</b>	<b>1,981.8</b>	<b>2,066.7</b>	<b>686.4</b>	<b>49.7%</b>	<b>49.7%</b>
<b>Loudoun County</b>	39.3	53.2	87.0	114.5	141.6	170.8	199.9	229.0	258.1	<b>171.1</b>	<b>196.5%</b>	<b>12.4%</b>
<b>Prince William County</b>	68.8	78.0	91.6	105.8	122.4	137.9	153.6	168.9	180.0	<b>88.4</b>	<b>96.4%</b>	<b>6.4%</b>
<b>City of Manassas</b>	17.2	18.5	19.9	21.6	23.0	23.7	24.1	24.1	24.2	<b>4.2</b>	<b>21.3%</b>	<b>0.3%</b>
<b>City of Manassas Park</b>	2.3	2.5	2.7	3.0	4.7	4.9	5.1	5.2	5.2	<b>2.5</b>	<b>91.1%</b>	<b>0.2%</b>
<b>Calvert County (5)</b>	18.1	21.5	25.9	29.4	32.9	33.7	34.5	35.1	35.6	<b>9.7</b>	<b>37.4%</b>	<b>0.7%</b>
<b>Charles County (5)</b>	38.7	44.6	50.1	56.5	62.9	64.8	66.8	67.9	69.1	<b>19.0</b>	<b>37.9%</b>	<b>1.4%</b>
<b>Frederick County</b>	54.0	68.0	99.7	109.2	120.7	134.6	148.5	162.5	177.8	<b>78.1</b>	<b>78.3%</b>	<b>5.7%</b>
<b>Stafford County (6)</b>	11.0	13.9	25.3	31.8	38.3	43.8	49.2	54.5	59.7	<b>34.4</b>	<b>135.8%</b>	<b>2.5%</b>
<b>Outer Suburbs</b>	<b>249.4</b>	<b>300.2</b>	<b>402.4</b>	<b>471.8</b>	<b>546.7</b>	<b>614.1</b>	<b>681.8</b>	<b>747.2</b>	<b>809.7</b>	<b>407.3</b>	<b>101.2%</b>	<b>29.5%</b>
<b>Northern Virginia</b>	<b>854.7</b>	<b>952.4</b>	<b>1,079.3</b>	<b>1,212.8</b>	<b>1,357.5</b>	<b>1,461.2</b>	<b>1,566.6</b>	<b>1,658.5</b>	<b>1,745.0</b>	<b>665.7</b>	<b>61.7%</b>	<b>48.2%</b>
<b>Suburban Maryland</b>	<b>822.0</b>	<b>832.7</b>	<b>983.0</b>	<b>1,072.9</b>	<b>1,184.0</b>	<b>1,271.1</b>	<b>1,370.3</b>	<b>1,468.8</b>	<b>1,548.2</b>	<b>565.2</b>	<b>57.5%</b>	<b>40.9%</b>
<b>REGIONAL TOTAL</b>	<b>2,424.0</b>	<b>2,487.0</b>	<b>2,740.4</b>	<b>3,006.2</b>	<b>3,293.5</b>	<b>3,515.2</b>	<b>3,742.4</b>	<b>3,956.1</b>	<b>4,122.0</b>	<b>1,381.7</b>	<b>50.4%</b>	<b>100.0%</b>

(1) Forecasts for years 2000 to 2030 include all of Takoma Park.

(2) Included in Montgomery County total.

(3) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Public Safety Center

(4) Forecasts for all years do not include Fairfax County Government employees (+/- 2,000 jobs) working at the Fairfax County Public Safety Center

(5) Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast

for Calvert County, Charles County and St. Mary's County.

(6) Source: Rappahanock Area Development Commission (RADCO), March 2003

September 8, 2004



**Summary of Intermediate Population Forecasts  
Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030	2000 to 2030		Regional Share
										Number	% Change	
<b>District of Columbia (1)</b>	606.9	554.3	572.1	607.0	627.0	673.1	687.0	700.7	700.7	<b>128.7</b>	<b>22.5%</b>	<b>7.9%</b>
<b>Arlington County</b>	170.9	187.9	190.3	200.8	212.2	223.3	233.1	238.8	242.9	<b>52.6</b>	<b>27.6%</b>	<b>3.2%</b>
<b>City of Alexandria</b>	111.2	117.3	128.3	136.5	142.9	145.9	147.8	150.0	151.7	<b>23.5</b>	<b>18.3%</b>	<b>1.4%</b>
<b>Central Jurisdictions</b>	<b>889.0</b>	<b>859.4</b>	<b>890.7</b>	<b>944.3</b>	<b>982.1</b>	<b>1,042.3</b>	<b>1,067.9</b>	<b>1,089.5</b>	<b>1,095.3</b>	<b>204.7</b>	<b>23.0%</b>	<b>12.6%</b>
<b>Montgomery County (2)</b>	752.6	804.6	873.3	942.0	1,000.0	1,040.0	1,070.0	1,090.0	1,100.0	<b>226.7</b>	<b>26.0%</b>	<b>13.9%</b>
<b>Rockville (3)</b>	44.8	47.0	47.4	56.4	62.7	63.0	63.3	63.4	63.8	<b>16.4</b>	<b>34.6%</b>	<b>1.0%</b>
<b>Prince George's County</b>	729.3	767.0	808.0	856.6	881.1	907.7	932.3	952.1	967.8	<b>159.8</b>	<b>19.8%</b>	<b>9.8%</b>
<b>Fairfax County (4)</b>	818.6	879.4	969.8	1,045.0	1,114.1	1,149.8	1,174.6	1,187.4	1,197.4	<b>227.6</b>	<b>23.5%</b>	<b>14.0%</b>
<b>City of Fairfax (5)</b>	19.6	20.4	21.5	22.4	23.0	23.3	23.6	23.4	23.2	<b>1.7</b>	<b>7.9%</b>	<b>0.1%</b>
<b>City of Falls Church</b>	9.6	10.0	10.4	10.6	11.3	11.6	11.9	12.1	12.2	<b>1.8</b>	<b>17.3%</b>	<b>0.1%</b>
<b>Inner Suburbs</b>	<b>2,329.7</b>	<b>2,481.4</b>	<b>2,683.0</b>	<b>2,876.6</b>	<b>3,029.5</b>	<b>3,132.4</b>	<b>3,212.4</b>	<b>3,265.0</b>	<b>3,300.6</b>	<b>617.6</b>	<b>23.0%</b>	<b>37.9%</b>
<b>Loudoun County</b>	86.1	112.8	169.6	243.5	311.8	373.7	417.6	445.1	462.1	<b>292.5</b>	<b>172.5%</b>	<b>18.0%</b>
<b>Prince William County</b>	215.7	249.9	280.8	345.5	389.5	417.7	434.6	449.0	459.5	<b>178.7</b>	<b>63.6%</b>	<b>11.0%</b>
<b>City of Manassas</b>	28.0	32.0	35.1	36.2	36.9	37.0	37.1	37.4	37.5	<b>2.4</b>	<b>6.9%</b>	<b>0.1%</b>
<b>City of Manassas Park</b>	6.7	7.6	10.3	14.8	15.3	15.5	15.7	15.7	15.8	<b>5.5</b>	<b>53.5%</b>	<b>0.3%</b>
<b>Calvert County (6)</b>	51.4	63.9	74.6	82.8	91.0	93.5	96.0	98.0	100.0	<b>25.4</b>	<b>34.1%</b>	<b>1.6%</b>
<b>Charles County (6)</b>	101.2	111.1	120.5	134.0	147.4	165.2	183.0	194.0	205.0	<b>84.5</b>	<b>70.1%</b>	<b>5.2%</b>
<b>Frederick County</b>	150.2	174.2	195.3	216.6	238.3	260.0	281.9	299.6	324.6	<b>129.3</b>	<b>66.2%</b>	<b>7.9%</b>
<b>Stafford County (7)</b>	61.2	80.2	92.4	107.1	121.7	136.4	151.0	165.7	180.4	<b>88.0</b>	<b>95.2%</b>	<b>5.4%</b>
<b>Outer Suburbs</b>	<b>700.5</b>	<b>831.8</b>	<b>978.7</b>	<b>1,180.4</b>	<b>1,352.0</b>	<b>1,499.1</b>	<b>1,617.0</b>	<b>1,704.5</b>	<b>1,785.0</b>	<b>806.3</b>	<b>82.4%</b>	<b>49.5%</b>
<b>Northern Virginia</b>	<b>1,527.7</b>	<b>1,697.5</b>	<b>1,908.6</b>	<b>2,162.4</b>	<b>2,378.8</b>	<b>2,534.2</b>	<b>2,647.1</b>	<b>2,724.6</b>	<b>2,782.8</b>	<b>874.2</b>	<b>45.8%</b>	<b>53.7%</b>
<b>Suburban Maryland</b>	<b>1,784.6</b>	<b>1,920.8</b>	<b>2,071.7</b>	<b>2,232.0</b>	<b>2,357.8</b>	<b>2,466.4</b>	<b>2,563.2</b>	<b>2,633.7</b>	<b>2,697.4</b>	<b>625.7</b>	<b>30.2%</b>	<b>38.4%</b>
<b>REGIONAL TOTAL</b>	<b>3,919.2</b>	<b>4,172.6</b>	<b>4,552.3</b>	<b>5,001.3</b>	<b>5,363.6</b>	<b>5,673.8</b>	<b>5,897.3</b>	<b>6,059.0</b>	<b>6,180.9</b>	<b>1,628.6</b>	<b>35.8%</b>	<b>100.0%</b>

- (1) The Round 6.4 population and household forecasts for the District of Columbia reflect Census 2000 counts which showed the city's population to be higher than estimated in previous forecast rounds.
- (2) Forecasts for years 2000 to 2030 include all of Takoma Park.
- (3) Included in Montgomery County total
- (4) Forecasts for all years include Fairfax County group quarters population at the Fairfax County Public Safety Center.
- (5) Forecasts for all years do not include Fairfax County group quarters population (+/- 1,000 people) at the Fairfax County Public Safety Center and Fairfax County household population (+/- 1,300 people) in TAZ 1609.
- (6) Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast for Calvert County, Charles County and St. Mary's County.
- (7) Source: Rappahanock Area Development Commission (RADCO), March 2003. The estimates for 2010, 2020 and 2030 are control totals provided by the Virginia Employment Commission (VEC) and should only be used for transportation planning purposes. Incremental five-year estimates (2005, 2010 and 2025) have been developed by MWCOG for the purpose of transportation modeling and air quality analysis.

September 8, 2004

**Summary of Intermediate Household Forecasts  
Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030	2000 to 2030		Regional Share
										Number	% Change	
<b>District of Columbia (1)</b>	249.6	232.1	248.3	263.9	272.2	292.7	298.2	303.7	303.7	55.4	22.3%	8.3%
<b>Arlington County</b>	78.5	86.9	86.9	92.9	99.6	105.9	111.5	114.6	116.7	29.8	34.2%	4.4%
<b>City of Alexandria</b>	53.3	56.4	61.9	66.2	70.0	71.8	73.0	74.3	75.3	13.4	21.7%	2.0%
<b>Central Jurisdictions</b>	<b>381.4</b>	<b>375.4</b>	<b>397.1</b>	<b>423.1</b>	<b>441.8</b>	<b>470.4</b>	<b>482.7</b>	<b>492.6</b>	<b>495.7</b>	<b>98.6</b>	<b>24.8%</b>	<b>14.7%</b>
<b>Montgomery County (2)</b>	282.0	301.8	324.6	347.0	370.0	390.0	405.0	415.0	420.0	95.4	29.4%	14.3%
<b>Rockville (3)</b>	15.7	16.1	17.2	21.1	23.9	24.1	24.2	24.3	24.4	7.2	41.9%	1.1%
<b>Prince George's County</b>	258.0	278.1	288.6	304.5	319.0	333.6	346.7	359.6	369.8	81.2	28.2%	12.1%
<b>Fairfax County</b>	292.3	317.0	350.7	381.8	408.7	421.8	430.5	435.0	438.4	87.7	25.0%	13.1%
<b>City of Fairfax (4)</b>	7.4	7.7	8.0	8.6	8.9	9.0	9.1	9.2	9.3	1.3	16.3%	0.2%
<b>City of Falls Church</b>	4.2	4.4	4.5	4.6	4.9	5.1	5.2	5.3	5.4	0.9	20.0%	0.1%
<b>Inner Suburbs</b>	<b>843.9</b>	<b>909.0</b>	<b>976.3</b>	<b>1,046.5</b>	<b>1,111.5</b>	<b>1,159.5</b>	<b>1,196.5</b>	<b>1,224.1</b>	<b>1,242.9</b>	<b>266.6</b>	<b>27.3%</b>	<b>39.8%</b>
<b>Loudoun County</b>	30.7	40.9	59.9	86.3	110.5	132.5	148.1	157.8	163.9	104.0	173.6%	15.5%
<b>Prince William County</b>	69.7	82.2	94.6	116.6	133.9	145.6	153.1	159.4	164.4	69.9	73.9%	10.4%
<b>City of Manassas</b>	9.5	13.4	11.8	12.3	12.7	13.1	13.2	13.5	13.6	1.9	15.9%	0.3%
<b>City of Manassas Park</b>	2.2	2.5	3.3	4.2	4.2	4.3	4.3	4.3	4.3	1.0	8.5%	0.1%
<b>Calvert County (5)</b>	17.0	21.1	25.4	28.3	31.0	32.7	34.3	35.0	35.7	10.3	40.3%	1.5%
<b>Charles County (5)</b>	33.0	36.3	41.7	46.5	51.3	58.9	66.4	71.3	76.1	34.4	82.6%	5.1%
<b>Frederick County</b>	52.6	62.4	70.1	76.2	84.7	93.5	102.0	110.1	120.2	50.1	71.5%	7.5%
<b>Stafford County (6)</b>	19.4	26.9	30.7	36.1	41.4	46.9	52.4	58.0	63.5	32.8	106.8%	4.9%
<b>Outer Suburbs</b>	<b>234.0</b>	<b>285.6</b>	<b>337.4</b>	<b>406.4</b>	<b>469.8</b>	<b>527.4</b>	<b>573.9</b>	<b>609.4</b>	<b>641.7</b>	<b>304.3</b>	<b>90.2%</b>	<b>45.5%</b>
<b>Northern Virginia</b>	<b>567.2</b>	<b>638.2</b>	<b>712.2</b>	<b>809.6</b>	<b>894.8</b>	<b>956.0</b>	<b>1,000.4</b>	<b>1,031.5</b>	<b>1,054.9</b>	<b>342.6</b>	<b>48.1%</b>	<b>51.2%</b>
<b>Suburban Maryland</b>	<b>642.5</b>	<b>699.7</b>	<b>750.3</b>	<b>802.5</b>	<b>856.1</b>	<b>908.7</b>	<b>954.4</b>	<b>991.0</b>	<b>1,021.8</b>	<b>271.5</b>	<b>36.2%</b>	<b>40.6%</b>
<b>REGIONAL TOTAL</b>	<b>1,459.3</b>	<b>1,570.0</b>	<b>1,710.9</b>	<b>1,876.0</b>	<b>2,023.1</b>	<b>2,157.4</b>	<b>2,253.1</b>	<b>2,326.2</b>	<b>2,380.3</b>	<b>669.5</b>	<b>39.1%</b>	<b>100.0%</b>

(1) The Round 6.4 population and household forecasts for the District of Columbia reflect Census 2000 counts which showed the city's population to be higher than estimated in previous forecast rounds.  
(2) Forecasts for years 2000 to 2030 include all of Takoma Park.  
(3) Included in Montgomery County total  
(4) Forecasts for all years do not include Fairfax County households (+/- 500 households) in TAZ 1609.  
(5) Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast for Calvert County, Charles County and St. Mary's County.  
(6) Source: Rappahannock Area Development Commission (RADCO), March 2003

September 8, 2004

**Summary of Change between Employment Forecasts  
Draft Round 6.4 and Draft Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030
District of Columbia	0.0	0.0	0.0	0.0	0.0	-0.8	-1.6	-2.4	-2.4
Arlington County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Alexandria	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Central Jurisdictions</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.8</b>	<b>-1.6</b>	<b>-2.4</b>	<b>-2.4</b>
Montgomery County (1)	0.0	0.0	0.0	0.0	0.0	0.0	10.0	15.0	25.0
Rockville (2)	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.3	2.6
Prince George's County	0.0	0.0	0.0	0.0	2.6	11.6	20.5	26.5	35.7
Fairfax County (3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Fairfax (4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Falls Church	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Inner Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11.6</b>	<b>30.5</b>	<b>41.5</b>	<b>60.7</b>
Loudoun County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prince William County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Manassas	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
City of Manassas Park	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Calvert County (5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Charles County (5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Frederick County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stafford County (6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Outer Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Northern Virginia</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Suburban Maryland</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>11.6</b>	<b>30.5</b>	<b>41.5</b>	<b>60.7</b>
<b>REGIONAL TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10.8</b>	<b>28.9</b>	<b>39.1</b>	<b>58.3</b>
<i>Regional Percent Change</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.1%</i>	<i>0.3%</i>	<i>0.8%</i>	<i>1.0%</i>	<i>1.4%</i>

(1) Forecasts for years 2000 to 2030 include all of Takoma Park.

(2) Included in Montgomery County total.

(3) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Public Safety Center

(4) Forecasts for all years do not include Fairfax County Government employees (+/- 2,000 jobs) working at the Fairfax County Public Safety Center

(5) Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast for Calvert County, Charles County and St. Mary's County.

(6) Source: Rappahanock Area Development Commission (RADCO), March 2003.

September 8, 2004

**Summary of Change between Population Forecasts  
Draft Round 6.4 and Draft Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030
<b>District of Columbia (1)</b>	0.0	0.0	0.0	0.0	0.0	-0.6	-1.1	-1.7	-1.7
<b>Arlington County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Alexandria</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Central Jurisdictions</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.6</b>	<b>-1.1</b>	<b>-1.7</b>	<b>-1.7</b>
<b>Montgomery County (2)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Rockville (3)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Prince George's County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Fairfax County (4)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Fairfax (5)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Falls Church</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Inner Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Loudoun County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Prince William County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Manassas</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Manassas Park</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Calvert County (6)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Charles County (6)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Frederick County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Stafford County (7)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Outer Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Northern Virginia</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Suburban Maryland</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>REGIONAL TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.6</b>	<b>-1.1</b>	<b>-1.7</b>	<b>-1.7</b>
<i>Regional Percent Change</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>

- (1) The Round 6.4 population and household forecasts for the District of Columbia reflect Census 2000 counts which showed the city's population to be higher than estimated in previous forecast rounds.
- (2) Forecasts for years 2000 to 2030 include all of Takoma Park.
- (3) Included in Montgomery County total.
- (4) Forecasts for all years include Fairfax County group quarters population at the Fairfax County Public Safety Center
- (5) Forecasts for all years do not include Fairfax County group quarters population (+/- 1,000 people) at the Fairfax County Public Safety Center and Fairfax C household population (+/-1,300 people) in TAZ 1609.
- (6)Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast for Calvert County, Charles County and St. Mary's County.
- (7) Source: Rappahanock Area Development Commission (RADCO), March 2003. The estimates for 2010, 2020 and 2030 are control totals provided by the Virginia Employment Commission (VEC) and should only be used for transportation planning purposes. Incremental five-year estimates (2005, 2015 and 2025) have been developed by MWCOG for the purpose of transportation modeling and air quality analysis.

September 8, 2004

**Summary of Change between Household Forecasts  
Draft Round 6.4 and Draft Round 6.4A Cooperative Forecasts  
(Thousands)**

JURISDICTION	1990	1995	2000	2005	2010	2015	2020	2025	2030
<b>District of Columbia (1)</b>	0.0	0.0	0.0	0.0	0.0	-0.2	-0.5	-0.7	-0.7
<b>Arlington County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Alexandria</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Central Jurisdictions</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.2</b>	<b>-0.5</b>	<b>-0.7</b>	<b>-0.7</b>
<b>Montgomery County (2)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Rockville (3)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Prince George's County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Fairfax County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Fairfax (4)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Falls Church</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Inner Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Loudoun County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Prince William County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Manassas</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>City of Manassas Park</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Calvert County (5)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Charles County (5)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Frederick County</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Stafford County (6)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Outer Suburbs</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Northern Virginia</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Suburban Maryland</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>REGIONAL TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.2</b>	<b>-0.5</b>	<b>-0.7</b>	<b>-0.7</b>
<i>Regional Percent Change</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>	<i>0.0%</i>

(1) The Round 6.4 population and household forecasts for the District of Columbia reflect Census 2000 counts which showed the city's population to be higher than estimated in previous forecast rounds.

(2) Forecasts for years 2000 to 2030 include all of Takoma Park.

(3) Included in Montgomery County total.

(4) Forecasts for all years do not include Fairfax County households (+/- 500 households) in TAZ 1609

(5) Tri-County Council for Southern Maryland develops ten-year incremental population, housing unit and employment forecast for Calvert County, Charles County and St. Mary's County.

(6) Source: Rappahanock Area Development Commission (RADCO), March 2003.

September 8, 2004



District of Columbia  
Bowie  
College Park  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County

**Jurisdictional  
Transmittal Letters  
For Round 6.4A**

**August 2004**

**(Jurisdictional order is based on COG's letterhead)**

777 North Capitol Street, N.E. Suite 300 Washington, D.C. 20002-4290

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING



Office of the Director

August 3, 2004

Mr. Paul DesJardin  
Planning Section Manager  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002-4239

Dear Mr. DesJardin:

Thank you for this opportunity to provide the Council of Governments with revised projections for the Round 6.4 Cooperative Forecasts, reflecting the anticipated impacts of the Maryland Intercounty Connector (ICC) on the District of Columbia.

Your request of July 30 asked that each jurisdiction that believes it will be impacted by construction of the ICC submit revised population, household, and employment forecasts. Accordingly, the District has submitted modified forecasts. We have used the findings of COG's Expert Land Use Panel as the basis for these adjustments. For forecasting purposes, we assumed the northern alignment of the ICC. The Expert Land Use Panel assumed that the impacts of this alternative would be greater on the District than the southern alignment, and we believe it is more appropriate to use the more conservative estimate in this analysis.

Our revised jurisdictional totals for population, housing, and employment are listed in the chart below. Please note that the Chart lists the existing Round 6.4 forecasts as well as the revised forecasts, based on the ICC.

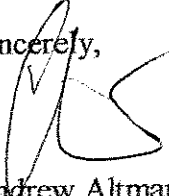
**District of Columbia Round 6.4 Cooperative Forecasts-Revised**

(Numbers in Thousands)

	Year							ICC Variation from Round 6.4, 2000-2030	
	2000	2005	2010	2015	2020	2025	2030	#	%
<b>POPULATION (Round 6.4)</b>	572.1	607.0	627.0	673.7	688.1	702.4	702.4		
<i>POPULATION WITH ICC</i>	572.1	607.0	627.0	673.1	687.0	700.7	700.7	-1.7	-0.2%
<b>HOUSEHOLDS (Round 6.4)</b>	248.3	263.9	272.2	292.9	298.7	304.4	304.4		
<i>HOUSEHOLDS WITH ICC</i>	248.3	263.9	272.2	292.7	298.2	303.7	303.7	-0.7	-0.2%
<b>EMPLOYMENT (Round 6.4)</b>	678.0	720.4	752.0	783.7	807.1	831.2	831.2		
<i>EMPLOYMENT WITH ICC</i>	678.0	720.4	752.0	782.9	805.5	828.8	828.8	-2.4	-0.3%

Once again we thank you and Metropolitan Washington Council of Governments' efforts towards forecasting the region's economic and population growth. If you have any questions regarding our estimates please contact Barry Miller of our office at (202) 442-7630.

Sincerely,

A handwritten signature in black ink, appearing to be 'A Altman', written over the word 'Sincerely,'.

Andrew Altman  
Director  
DC Office of Planning

AA/bm/cgb





## DIVISION OF PLANNING FREDERICK COUNTY, MARYLAND

Winchester Hall • 12 East Church Street • Frederick, Maryland 21701  
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Paul DesJardin  
Chief of Housing and Planning  
Department of Human Services, Planning and Public Safety  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. Suite 300  
Washington, D.C. 20002

Dear Paul:

After reviewing the ICC Expert Panel Summary and discussing the proposed ICC and potential effects on land use within Frederick County, the Division of Planning has determined that we will not be requesting any changes to the Round 6.4A projections. Our local growth management ordinances, namely the Adequate Public Facilities Ordinance (APFO) controls the majority of the location and timing of development within the County. It is not believed that that the ICC, if constructed, would alter those development patterns significantly. While there may be more pressure to develop and a desire to develop, the APFO determines the availability of schools, roads, water and sewer capacity to meet those demands. With limited water and sewer capacity, tight budgets for school and road projects, I don't see the ICC as the catalyst for increased or decreased growth within any particular region of the County.

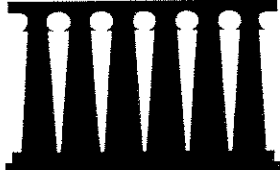
As you know we are committed to make updates to the forecast as part of the Round 7 updates, which I anticipate there being some adjustments due to changes in some of our Regional Plans.

Sincerely,

Eric E. Soter, Director  
Division of Planning

Pc: Doug Browning, County Manager  
Al Hudak, Director Division of Public Works  
File

**CHARACTER COUNTS!**



JOSEPHSON INSTITUTE OF ETHICS<sup>SM</sup>

TRUSTWORTHINESS • RESPECT



August 3, 2004

City of Rockville  
111 Maryland Avenue  
Rockville, Maryland  
20850-2364  
www.rockvillemd.gov

Paul DesJardin, Chief of Housing and Planning  
Department of Human Services, Planning and Public Safety  
Metropolitan Washington Council of Governments  
777 North Capitol Street, Suite 300  
Washington, DC 20002

Community Planning and  
Development Services  
240-314-8200  
TTY 240-314-8137  
FAX 240-314-8210

Re: Round 6.4a Cooperative Forecast submittal for the City of Rockville

Dear Mr. DesJardin:

Historic Preservation Office  
240-314-8230

Inspection Services Division  
240-314-8240

Long Range Planning  
Division  
240-314-8200

Planning Division  
240-314-8220

Revitalization/Housing  
Division  
240-314-8200


This letter is the submittal of the Intermediate Round 6.4A Cooperative Forecasts for the City of Rockville, Maryland. In conjunction with the Montgomery County Department of Park and Planning, the City has reviewed the revised assumptions for the Inter-County Connector (ICC) in the Constrained Long-Range Plan (CLRP) and the forecast by the ICC Expert Land Use Panel. As a result, the City has revised the Intermediate Round 6.4 Cooperative Forecasts due to the addition of the Inter-County Connector (ICC) to the Region's Constrained Long-Range Transportation Plan.

The ICC does not affect the City's Round 6.4 household and population forecasts. Recent developments near the western terminus of the ICC such as King Farm and Falls Grove are not expected to redevelop as a result of ICC construction. Montgomery County's Round 6.4A household and population forecasts are the same as those submitted for Round 6.4.

The major revision is to the employment forecast. The ICC is likely to cause office and research and development employment centers in the I-270 Corridor in Rockville to become more attractive for additional employment development and redevelopment opportunities. Many properties in this area are not built out to full development potential.

The City of Rockville's ICC modified Round 6.4A employment forecast shows a job growth of 7,800 between 2015 and 2030 compared with the job growth of 5,200 in the Round 6.4 forecast.

Sincerely,

  
Arthur D. Chambers, AICP  
Director of Community Planning and Development Services

Enclosures

MAYOR  
Larry Giammo

COUNCIL  
Robert E. Dorsey  
John F. Hall, Jr.  
Susan R. Hoffmann  
Anne M. Robbins

ACTING CITY MANAGER  
Catherine Tuck Parrish

CITY CLERK  
Claire F. Funkhouser

CITY ATTORNEY  
Paul T. Glasgow

City of Rockville's Round 6.4A Forecasts

Year	Population	Households	Employment
2000	47,388	17,193	68,739
2005	56,430	21,065	78,839
2010	62,677	23,924	91,386
2015	62,960	24,048	98,300
2020	63,255	24,189	102,500
2025	63,391	24,254	104,700
2030	63,807	24,439	106,100

Round 6.4A ICC Forecast- 5/25/04															
2005												2010			
TAZ	Land	Office	Retail	Industrial	Other	Tax-exempt	Comm. TAZ	MF	SFA	SFD	Res. Tax	Office	Retail	Industrial	Other
167 Total		0	0	0	0	0	0	0	0	0	0	0	0	0	55
168 Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
169 Total		0	10	0	0	0	10	0	0	0	0	0	0	0	0
170 Total		818	55	0	0	0	873	0	0	0	0	1,076	0	0	195
171 Total															
172 Total		0	0	0	0	0	0	64	0	0	64	0	0	0	0
173 Total		0	38	0	0	0	38	95	0	0	95	936	437	0	0
174 Total		0	0	0	0	0	0	0	0	0	0	0	132	0	0
175 Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
176 Total		1,106	0	0	0	0	1,106	0	0	0	0	1,014	50	0	293
177 Total		0	0	0	0	0	0	0	0	0	79	73	0	0	0
178 Total		2,069	222	0	0	0	2,291	0	0	0	0	2,165	553	0	0
179 Total		0	0	0	0	0	0	0	0	0	0	0	8	0	0
181 Total		951	0	0	0	0	951	0	0	0	0	469	0	0	0
182 Total		1,088	0	0	0	0	1,088	0	0	0	0	1,933	47	0	165
183 Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
184 Total		0	0	0	0	0	0	0	0	0	0	96	29	0	0
186 Total		0	0	117	166	0	283	0	0	0	0	0	4	211	0
195 Total		0	161	0	0	0	161	514	307	222	1,043	0	0	0	0
196 Total		2,225	313	0	0	0	2,538	1,218	344	138	1,700	1,950	0	0	0
217 Total		395	364	0	0	0	759	504	233	154	891	0	0	0	0
TOTAL		8,653	1,164	117	166	0	10,100	2,395	884	594	3,872	9,712	1,261	211	707
Population								5,017	2,295	1,730					
Total Population								All HH		9,042					
Jons and Household Conversions															
		Office	Retail	Industrial	Other	Tax-exempt		MFD	SFA	SFD					
		250	400	450	500	500		2,095	2,597	2,915					

2015															
Tax-exem	Comm-Tax	MF	SFA	SFD	Res. Tax	Office	Retail	Industrial	Other	Tax-exem	Comm-Tax	MF	SFA	SFD	Res. Tax
0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1,271	0	0	0	520	0	0	0	0	0	520	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1,373	445	0	0	445	0	0	0	0	0	0	0	0	0	0
0	132	0	0	0	0	0	8	0	0	0	8	0	0	0	0
0	0	163	16	0	179	0	0	0	0	0	0	0	0	0	0
0	1,357	0	55	0	55	975	533	0	0	0	1,508	0	0	0	10
46	118	0	35	0	35	0	0	0	0	0	0	0	0	0	0
611	3,329	1,145	0	0	1,145	1,235	57	0	0	0	1,292	33	33	0	65
0	8	65	0	0	65	901	0	0	0	0	901	0	0	0	0
0	469	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2,145	198	0	0	198	681	8	0	0	0	689	0	0	0	0
0	0	0	0	0	0	273	0	0	0	0	273	0	0	0	0
0	125	195	84	15	294	195	33	65	0	0	293	49	49	0	49
0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1,950	65	85	12	161	780	0	0	0	0	780	0	0	0	0
0	0	139	94	26	259	650	0	0	0	0	650	0	0	0	0
657	12,547	2,415	333	111	2,859	6,210	639	66	0	0	6,914	81	33	10	124
		5,059	866	322								170	84	28	
			All HH	6,247								All HH		283	

2020												2025											
Office	Retail	Industrial	Other	Tax-exempt	Comm. Tax MF	SFA	SFD	Res Tax	Office	Retail	Industrial	Other	Tax-exempt	Comm. Tax									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
520	0	0	0	0	520	0	0	0	429	0	0	0	0	429									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
765	0	0	0	0	765	0	0	0	384	0	0	0	0	0									
0	112	0	0	0	112	0	0	0	175	25	0	0	0	200									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
50	50	0	0	0	100	0	0	0	175	25	0	0	0	200									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
50	50	0	0	0	100	76	0	76	60	0	0	0	0	60									
0	0	0	0	0	0	65	0	65	0	0	0	0	0	0									
500	0	0	0	0	500	0	0	0	400	0	0	0	0	400									
1,058	100	0	0	0	1,158	0	0	0	100	0	0	0	0	100									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0	0	100	0	0	100	0	0	0	0	0	0	0	0	0									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
845	0	0	0	0	845	0	0	0	377	0	0	0	0	377									
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
3,788	312	100	0	0	4,200	141	0	141	2,100	100	0	0	0	2,200									
						295	0																
						All HH	295																





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 9, 2004

Paul DesJardin, Chief of Housing and Planning  
Department of Human Services, Planning and Public Safety  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE Suite 300  
Washington, D. C. 20002

Dear Mr. DesJardin:

This letter is the submittal of the Intermediate Round 6.4A Cooperative Forecasts for Montgomery County, Maryland.

The Montgomery County Department of Park and Planning's Research and Technology Center has evaluated the Intermediate Round 6.4 Cooperative Forecasts and made revisions in Round 6.4A mainly due to the addition of the Inter-County Connector (ICC) to the Region's Constrained Long-Range Transportation Plan.

The ICC does not affect our Round 6.4 household and population forecasts. The zoning in our master plans, including master plans in progress like Olney, assumes the ICC. Our 2030 household forecast is at or near total build out. Montgomery County's Round 6.4A household and population forecasts are the same as those submitted for Round 6.4.

The major revision is to the at-place employment forecast. The ICC is likely to make the employment centers in the I-270 Corridor and the Route 29 Corridor more attractive for development and more accessible to the households (workers) in the County and the Region.

Impacts on the employment forecast occur after 2015. Because we are a maturing county, we forecast that employment growth will moderate significantly after 2015. Round 6.4 forecasts a 15-year job growth of 120,200 between 2000 and 2015 and then moderates to a 15-year job growth of 55,000 between 2015 and 2030.

The completion of the ICC would increase the accessibility of maturing Montgomery County such that post-2015 job growth trends would be more like pre-2015 job growth trends. An additional 30,000 jobs can be accommodated from capacity not allocated in the current forecast. Much of this capacity is from the pipeline and pending preliminary plans, which is above capacity needed for our Round 6.4 forecast. The result would be less of a tapering off in job growth after 2015.



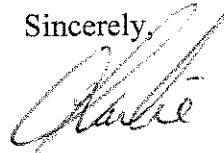
Montgomery County's ICC modified Round 6.4A employment forecast shows a job growth of 80,000 between 2015 and 2030, 25,000 more than to the job growth of 55,000 in the Round 6.4 forecast.

The results of the ICC Expert Land Use Panel's forecasts have been reviewed. Based on the review, we find no need to revise our Round 6.4A forecasts.

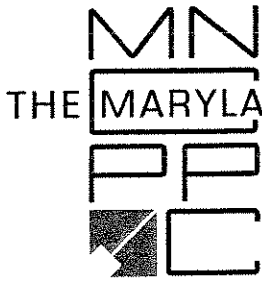
#### Montgomery County's Round 6.4A Forecasts

Year	Population	Households	Employment
1990	752,600	282,000	400,770
1995	804,600	301,800	397,290
2000	873,341	324,565	479,800
2005	942,000	347,000	520,000
2010	1,000,000	370,000	565,000
2015	1,040,000	390,000	600,000
2020	1,070,000	405,000	635,000
2025	1,090,000	415,000	660,000
2030	1,100,000	420,000	680,000

Sincerely,



Charles R. Loehr, Director  
Montgomery County Department of  
Park and Planning



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-3796

Prince George's County Planning Department  
 Office of the Planning Director

301-952-3595  
 www.mncppc.org

August 12, 2004

Mr. Paul DesJardin, Chief of Planning  
 Department of Human Services,  
 Planning, and Public Safety  
 Washington Metropolitan Council of Governments  
 777 North Capitol Street, N.E., Suite 300  
 Washington, D.C. 20002-4239

Dear Mr. DesJardin:

This letter transmits changes to Prince George's County's Round 6.4 Cooperative Forecasts in the Planning Area Zones (PAZ) and Planning Areas (PA) directly impacted by the build alternatives of the Inter-County Connector (ICC). The changes are to be applied to the Draft Round 6.4A Cooperative Forecast. The PAZs are 260A60, 260C60, 260E60 in PA 60, and 260A61 in PA 61 as shown on the enclosed map. The build alternatives are the Master Plan alternative and a Northern Route alternative as shown in the Draft Environmental Impact Statement.

The tables below contain the Draft Round 6.4A Cooperative Forecasts for the identified zones. The forecasts are the same for both build alternatives as the ICC routes are identical as they cross the Konterra Regional Center and I-95 and terminate at US 1. There are no changes to the population and household forecast data because the current forecasts already reflect the ICC and residential development at Konterra. The forecast for employment is for 35,678 additional jobs in 2030 reflecting a more favorable potential for nonresidential development and employment absorption at Konterra.

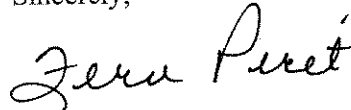
Draft Round 6.4A Population (Same as Round 6.4)								
PAZ	PA	2000	2005	2010	2015	2020	2025	2030
260A	60	116	117	116	114	113	192	229
260C	60	34	39	38	1160	2523	5132	5831
260E	60	41	41	41	504	907	1367	1797
260A	61	2951	3253	3684	4072	4522	4844	5222
Draft Round 6.4A Households (Same as Round 6.4)								
PAZ	PA	2000	2005	2010	2015	2020	2025	2030
260A	60	44	44	45	45	45	77	93
260C	60	13	15	15	453	988	2038	2346
260E	60	14	14	14	194	355	548	720
260A	61	1037	1137	1313	1475	1658	1804	1969

Draft Round 6.4A Employment (Revised Round 6.4)								
PAZ	PA	2000	2005	2010	2015	2020	2025	2030
260A	60	416	854	2730	7160	11627	16169	20682
260C	60	7145	8077	10150	13450	16750	17080	20380
260E	60	8711	10884	11100	11102	11448	12478	13245
260A	61	680	1120	1206	3550	6058	8425	10755

The ICC Expert Use Panel forecasts for households and employment were considered. However, we do not agree with the panel's reduction in the baseline Round 6.4 Cooperative Forecasts, its projected increase in households, nor its underestimated increase in employment. The policies, plans and proposed development for the impacted area emphasize commercial uses with only limited residential development. This is particularly true for the Konterra Regional Center where the land would be principally commercial uses, with offices. While the Draft Round 6.4 Cooperative Forecasts for employment are greater than the "average" ICC Expert Land Use Panel forecasts, they are within or close to the range of forecasts submitted by the individual ICC panel members.

Questions regarding this information should be directed to the Research Section of the Information Center at 301-952-3627.

Sincerely,

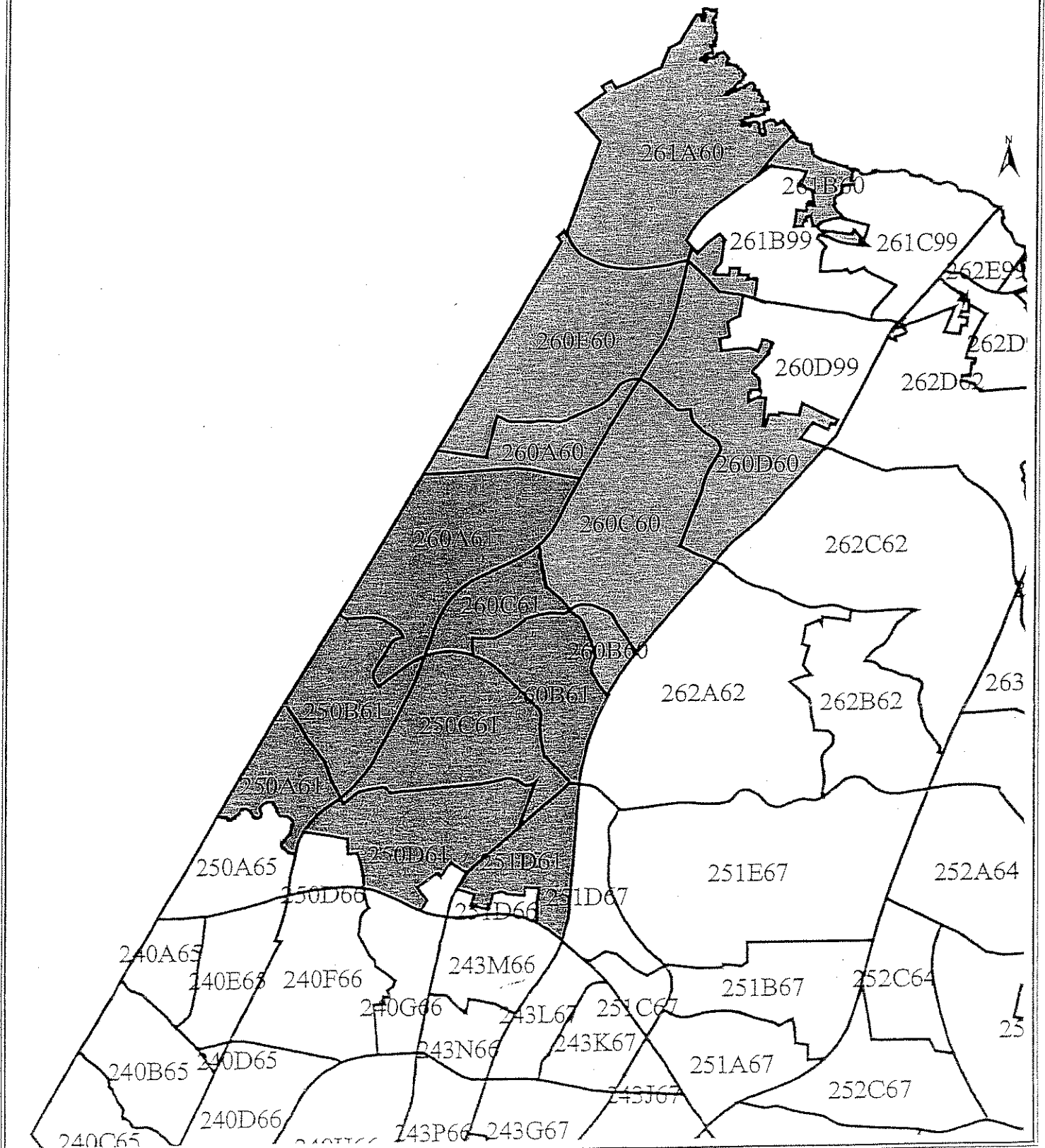


Fern Piret  
Planning Director

Enclosure

cc: Al Dobbins, Chief, Community Planning Division  
Yvonne Magee, Chief, Information Center

# PA and PAZ



**APPENDIX B****Revised September 9, 2004****Memorandum**

To: TPB Technical Committee

From: Daivamani Sivasailam  
Principal Transportation Engineer

Subject: Update on Transportation Emissions Reduction Measures (TERM) Analysis

As part of the conformity determination of the 2004 constrained long range plan (CLRP) and FY 2005-FY 2010 transportation improvement program (TIP), a parallel effort is underway to update the effectiveness of previously implemented emissions reduction measures, and analyze potential TERMS which could be adopted as emissions reduction measures if needed.

**Previously implemented emissions reduction programs and TERMS**

The region has been tracking the status and emissions reduction effectiveness of previously implemented emissions reduction measures and documenting results in the TERM Tracking Sheet. All the agencies that are implementing emissions reduction projects and programs have provided updates for measures which the region has taken credit in the past. For the TERMS that are implemented through the Commuter Connections program evaluations have been completed and the effectiveness of each has been adjusted.

During the 2004 state of the commute survey completed by Commuter Connections the definition of Telecommuting was refined to exclude workers who work part of the day at home or off-site and the remainder at their regular work place, and those who work at client sites and not their regular work site. This definitional change had the effect of reducing the total percentage of telecommuters by a few percentage points. When the same definition was applied to the 2001 survey the percentage of telecommuters also went down by a few percentage points. However, there was still significant positive growth in telecommuting between 2001 and 2004. With the refined definition and the latest emissions factors telecommuting in the region will reduce VOC and NOx emissions by 0.289 tons/day and 0.614 tons/day in 2005.

Another change introduced to the tracking sheet was the use of 2000 as base year for all programs. After incorporating all the changes to previously implemented TERMS the region can take credit in 2005 for 3.89 tons/day of VOC reduction and 8.03 tons/day of NOx emissions reduction as shown in attachment A. (By comparison, the 2005 credit

District of Columbia  
Bowie  
College Park  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County

taken for the 2003 CLRP and FY 2004-2009 TIP in December of 2003 was 4.0 tons/day of VOC and 8.3 tons/day of Nox.)

### **Potential TERMS**

With the assistance and review of the Travel Management Subcommittee staff has been updating the list of "Potential TERMS". Travel demand changes based on the FY 2003 CLRP and FY 2004-2009 TIP conformity analysis, and Mobile 6 emissions factors were used to update the emissions reduction potential of the TERMS that are on the List of Potential TERMS. This work has been completed and a final review will be undertaken by the subcommittee during its September 21, 2004 meeting. The list of Potential TERMS is included as attachment B.

### Attachments

- A- TERM Tracking Sheet
- B- List of Potential TERMS

**TERM TRACKING SHEET - CURRENT MEASURES**  
**IMPLEMENTATION: YEAR 2000 AND LATER**  
**Credits are taken in Air Quality Conformity Analysis FY 2004-09**

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

* NOS	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2005		2015		2025		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
9	X	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.001	0.003	0.0005	0.0013	0.0004	0.0006	0.0004	0.0006	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	X	1994-99	ALEX	King St. Metrorail access improvements				X		2002, '04, '05	0.0018	0.0026	0.0009	0.0013	0.0008	0.0009	0.0008	0.0009	C
38	X	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000							0.0000	0.0000	TR
39	X	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a							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	TR
48	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.001	0.003	0.0009	0.0027	0.0012	0.0019	0.0012	0.0018	C (TCM)
49	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.008	0.024	0.0074	0.0242	0.0055	0.0153	0.0054	0.0145	C (TCM)
51	X	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001									C
52	X	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)				X	2000	2001									C
54	X	1995-00	VDOT	City of Fairfax Bus Shelters				X	1999	2004	0.0000	0.0009	0.0000	0.0004	0.0000	0.0000	0.0000	0.0000	C (TCM)
56	X	1995-00	VDOT	Cherry Hill VRE Access				X		2007	0.0065	0.0206	0.0033	0.0090	0.0024	0.0050	0.0023	0.0047	C (TCM)
57	X	1995-00	DC	Right Turn on Red				X		1999	0.0414	0.0499	0.0202	0.0218	0.0165	0.0113	0.0162	0.0102	TR
58	X	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.0690	0.2520	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP (TCM)
59	X	1995-00	MCG	Shady Grove West Park and Ride				X	2010		0.0000	0.0000	0.0000	0.0045	0.0000	0.0031	0.0000	0.0030	C
60	X	1995-00	MCG	White Oak Park and Ride				X	2010		0.0000	0.0000	0.0000	0.0090	0.0000	0.0062	0.0000	0.0059	C
61	X	1995-00	MCG	Bicycle Facilities				X	FY99		0.0028	0.0017	0.0014	0.0009	0.0012	0.0006	0.0012	0.0006	C
62	X	1995-00	MCG	Pedestrian Facilities to Metrorail				X			0.0046	0.0069	0.0019	0.0031	0.0016	0.0022	0.0015	0.0021	C
63	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0037	0.0103	0.0033	0.0099	0.0031	0.0062	0.0031	0.0059	C
64	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0296	0.0894	0.0284	0.0636	0.0287	0.0508	0.0283	0.0482	C (TCM)
66	X	1995-00	VDOT	Commuter Lots - District Wide				X	varies	1995, 2000	0.0102	0.0284	0.0065	0.0193	0.0063	0.0165	0.0062	0.0157	C
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0092	0.0172	0.0047	0.0090	0.0039	0.0062	0.0039	0.0059	C
68	X	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0000	0.0086	0.0000	0.0045	0.0000	0.0031	0.0000	0.0030	C
69	X	1995-00	VDOT	Bicycle Trails and Facilities				X	varies	varies	0.0018	0.0146	0.0093	0.0076	0.0075	0.0056	0.0074	0.0053	C
70	X	1995-00	VDOT	Improved Access to Metrorail Stations					varies	2000-2010	0.0005	0.0009	0.0005	0.0009	0.0004	0.0006	0.0004	0.0006	C
71	X	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0092	0.0172	0.0047	0.0090	0.0004	0.0062	0.0004	0.0059	C
72		1995-00	DC	Bicycle Facilities		X					0.0222	0.0172	0.0116	0.0094	0.0094	0.0069	0.0093	0.0065	C
73	X	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C

**TERM TRACKING SHEET - CURRENT MEASURES**  
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					FULL	SCALED- BACK	UNDER- WAY	REM			2005		2015		2025		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
74	X	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.0431	0.0897	0.0180	0.0295	0.0141	0.0180	0.0139	0.0172	C
75	X	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.2886	0.6135	0.1794	0.3002	0.1788	0.2327	0.1889	0.2374	C
77		1996-01	VDOT	Duke Street Pedestrian Bridge				2005		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	-
79	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)				1999		Summer 2001	0.0018	0.0026	0.0009	0.0013	0.0008	0.0009	0.0008	0.0009	C
81	X	1996-01	VDOT	Arlington County Metrocheck Program	X			1997		1997 Onwards	0.0018	0.0026	0.0010	0.0030	0.0010	0.0030	0.0004	0.0009	C
82	X	1996-01	VDOT	Old Dominion Drive Bike Trail				2000		2004	0.0009	0.0009	0.0005	0.0004	0.0004	0.0003	0.0004	0.0003	C
83	X	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above								SP
85	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)				1999		2001	0.0009	0.0009	0.0005	0.0013	0.0004	0.0009	0.0004	0.0009	C
90	X	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	0.5595	1.0434	0.2347	0.3449	0.1807	0.2095	0.1777	0.1989	C
91	X	1996-01	REGION	M-70a Bicycle Parking				1999			0.0065	0.0060	0.0047	0.0045	0.0039	0.0031	0.0039	0.0030	C
92	X			M-92 Telecommuting Support	Combined with item #75														C
95	X	1997-02	MCG	Germantown Transit Center				2004			0.0046	0.0163	0.0023	0.0085	0.0020	0.0056	0.0019	0.0053	C (TCM)
102	X	1997-02	PG	Prince George's County Bus Replacement	X			1998		1998	0.0030	0.0090	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP (TCM)
106	X	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0018	0.0004	0.0009	0.0000	0.0008	0.0000	0.0008	0.0000	C
107	X	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0000	0.0004	0.0000	0.0004	0.0000	0.0003	0.0000	0.0003	C
108	X	1997-02	MDOT	M-103 Taxicab Replacement in Maryland				1999		on-going	0.0797	0.2675	0.1453	0.2155	0.1228	0.1498	0.3120	0.4810	SP
109	X	1997-02	REGION	M-70b Employer Outreach for Bicycles	X			1998		on going	0.0011	0.0013	0.0005	0.0004	0.0003	0.0003	0.0003	0.0002	C
110	X	1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				1999		delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	C
111	X	1998-03	WMATA	Bus Replacement (108 buses)	X			1999		1999	0.0450	0.1617	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP
112	X	1998-03	MCG	Montgomery County Bus Replacement	X						0.0080	0.0270	0.0020	0.0070	0.0000	0.0000	0.0000	0.0000	SP
113	X	1998-03	PG	Prince George's County Bus Replacement	X			1998		1998	0.0010	0.0020	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP
114	X	1998-03	FDC	Frederick County Bus Replacement	X						0.0010	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP
117	X	1998-03	VDOT	Arlington County Four Mile Run Bike Trail				1999		delayed	0.0009	0.0009	0.0005	0.0004	0.0004	0.0003	0.0004	0.0003	C
118	X	1998-03	VDOT	Northern Virginia Turn Bays	X			2000		1998	0.0009	0.0015	0.0009	0.0007	0.0008	0.0004	0.0008	0.0003	TR
119	X	1998-03	VDOT	Fairfax City Bus Replacement				2001		2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	SP
121	X	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X			2001		2001	0.1060	0.3860	0.0900	0.3420	0.0000	0.0000	0.0000	0.0000	SP
122	X	97 & 98 TIP	REGION	M-101a Mass Marketing Campagin (Consumer)						ongoing	0.1191	0.2119	0.1015	0.1594	0.0980	0.1069	0.0752	0.0807	C
123	X	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)	X			2001/1999		2001	0.0074	0.0310	0.0047	0.0188	0.0039	0.0143	0.0039	0.0136	C



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					FULL	SCALED-BACK	UNDER-WAY	REM			2005		2015		2025		2030		
										VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX		
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	x				2000	2002	0.0110	-0.0030	0.0061	-0.0021	0.0080	-0.0015	0.0079	-0.0014	TR
125	X	1999-04	VDOT	Transit Center at 7 Corners					2002		0.0009	0.0017	0.0005	0.0009	0.0004	0.0006	0.0004	0.0006	C
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service					2000	2003	0.0040	0.0050	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	SP
127	X	1999-04	VDOT	VA 234 Bike Trail					2001	2007	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	X	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	C
130	X	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.0231	0.0473	0.0102	0.0206	0.0083	0.0131	0.0081	0.0124	C
131	X	2000-05	MDOT	Various park and Ride Lots	x				2002	2003	0.0064	0.0280	0.0043	0.0175	0.0038	0.0140	0.0038	0.0119	C
132	X	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0028	0.0000	0.0012	0.0000	0.0007	0.0000	0.0007	0.0000	TR
133	X	2000-05	VDOT	450 Spaces at Gambrill/Hoopes Rds. Park and Ride					2002	2004	0.0065	0.0155	0.0028	0.0069	0.0022	0.0043	0.0021	0.0041	C
134	X	2000-05	VDOT	300 Spaces at Backlick Rd					2003	2006	0.0046	0.0112	0.0021	0.0049	0.0015	0.0031	0.0015	0.0030	C
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail					2002	2005	0.0065	0.0086	0.0028	0.0038	0.0019	0.0021	0.0018	0.0020	C
136	X	2000-05	VDOT	Columbia Pike Trail					2000	2001, 2005	0.0055	0.0069	0.0023	0.0029	0.0015	0.0016	0.0014	0.0015	C
137	X	2000-05	VDOT	Lee Highway trail					2000	2005	0.0028	0.0034	0.0012	0.0016	0.0006	0.0008	0.0006	0.0008	C
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements					2005	2005	0.0009	0.0009	0.0005	0.0004	0.0002	0.0002	0.0002	0.0002	C
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0074	0.0146	0.0033	0.0063	0.0022	0.0035	0.0022	0.0033	C
140	X	2000-05	MDOT	East/West Intersection Improvements					2005	2006 Expect.	0.0379	0.0215	0.0640	0.0327	0.0874	0.0355	0.0859	0.0337	C
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.0942	0.1642	0.0386	0.0555	0.0291	0.0330	0.0286	0.0313	C
142	X	2002-07	WMATA	100 CNG buses	X				2002		0.0000	0.1358	0.0000	0.1358	-	-	-	-	SP (TCM)
143	X	2002-07	WMATA	ULSD with CRT filters					on-going		0.2100	0.0000	0.4300	0.0000	0.4300	0.0000	0.4300	0.0000	H (TCM)
144	X	2003-08	DC	Replace 23 Taxicabs with CNG cabs					2005		0.0177	0.0314	-	-	-	-	-	-	H
145	X	2003-08	DC	D.C.Incident Response & TrafficManagement System					2005		0.0254	0.0746	-	0.0341	-	0.0185	-	0.0168	TR
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile) *					2005	2005	0.0154	0.0153	0.0065	0.0053	0.0047	0.0031	0.0046	0.0029	C (TCM)
147	X	2003-08	DC	Bicycle Racks in D. C. (500) *					2005	2005	0.0021	0.0017	0.0009	0.0006	0.0006	0.0003	0.0006	0.0003	C (TCM)
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600) *	x				2005	2003	0.0031	0.0056	0.0013	0.0019	0.0010	0.0011	0.0010	0.0011	C (TCM)
149	X	2003-08	DC	CNG Rental Cars (18) *					2005		0.0000	0.0002	-	-	-	-	-	-	SP
150	X	2003-08	DC	Sidewalks in D.C. (\$ 5 million)					2005		0.0578	0.1008	0.0243	0.0334	0.0185	0.0202	0.0182	0.0192	C
151	X	2003-08	DC	CNG Refuse Haulers (2) *	x				2005	2004	0.0001	0.0020	0.0001	0.0020	-	-	-	-	H (TCM)
152	X	2003-08	DC	Circulator /Feeder Bus Routes	x				2005	2003	0.0211	0.0363	0.0089	0.0121	0.0067	0.0073	0.0066	0.0069	C

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					FULL	SCALED- BACK	UNDER- WAY	REM			2005		2015		2025		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
153	X	2003-08	MDOT	Commuter Tax Credit			x		2005	n/a	0.1262	0.2219	0.0530	0.0736	0.0405	0.0445	0.0398	0.0422	C
155		2003-08	MDOT	Employer Vanpool Program (WWB)				x	2005		0.0030	0.0075	0.0012	0.0024	0.0010				C
156	X	2003-08	MDOT	Green Line Link			x		2005	n/a	0.0041	0.0085	0.0017	0.0028	0.0013	0.0017	0.0013	0.0016	C
157	X	2003-08	MDOT	Park & Ride Lots - Southern Maryland *			x		2005	2003/2005	0.0080	0.0197	0.0033	0.0064	0.0027	0.0040	0.0026	0.0038	C
158	X	2003-08	MDOT	Prince George's County- Bus Exp			x		2005	n/a	0.0578	0.1191	0.0242	0.0392	0.0189	0.0239	0.0186	0.0228	C
159	X	2003-08	MDOT	MTA - Bus Service Expansion			x		2005	n/a	0.0131	0.0285	0.0055	0.0093	0.0043	0.0057	0.0042	0.0054	C
160	X	2003-08	MDOT	Ride- On - Super Discount			x		2005	n/a	0.0015	0.0026	0.0006	0.0009	0.0005	0.0005	0.0005	0.0005	C
161	X	2003-08	Regional	Regional Traveler Information Systems					2005		0.1596	0.9730	0.0816	0.4451	0.0697	0.2418	0.0686	0.2195	TR
162	X	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			x		2005	n/a	0.0259	0.0452	0.0109	0.0150	0.0083	0.0091	0.0082	0.0086	C
163	X	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	x				2004		0.0074	0.0189	0.0030	0.0062	0.0025	0.0038	0.0025	0.0036	C (TCM)
164	X	2003-08	MCG	Bethesda Shuttle Bus Services	x				2004		0.0050	0.0087	0.0021	0.0029	0.0016	0.0017	0.0016	0.0016	C
165	X	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	x				2004		0.0010	0.0017	0.0004	0.0006	0.0003	0.0004	0.0003	0.0003	C
166	X	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	x				2004		0.0000	0.0001	-	-	-	-	-	-	SP
167	X	2003-08	MCG	Free Bus Service on Selected Routes on I-270	x				2004		0.0017	0.0030	0.0007	0.0010	0.0006	0.0006	0.0005	0.0006	C
168	X	2003-08	MCG	Annual Sidewalk Program	x				2004		0.0275	0.0480	0.0116	0.0159	0.0088	0.0096	0.0087	0.0091	C
169	X	2003-08	MDOT	Bethesda Breeze/International Express Metrobus	x		x		2005	n/a	0.0060	0.0097	0.0025	0.0032	0.0019	0.0019	0.0019	0.0018	C
170	X	2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot			x		2005	n/a	0.0142	0.0189	0.0060	0.0064	0.0044	0.0038	0.0043	0.0036	C
171	X	2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	n/a	0.0093	0.0142	0.0039	0.0047	0.0029	0.0028	0.0029	0.0027	C
172	X	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	x				2005	2002	0.0150	0.0267	0.0063	0.0088	0.0048	0.0054	0.0047	0.0051	C
173	X	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0052	0.0030	0.0023	0.0011	0.0016	0.0006	0.0015	0.0005	C
174	X	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	n/a	0.0046	0.0026	0.0020	0.0010	0.0014	0.0005	0.0013	0.0005	C
175	X	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.0228	0.0586	0.0094	0.0191	0.0077	0.0118	0.0076	0.0112	C
176	X	2003-08	VDOT	Universal Transportation Access Program					2005	2005	0.0019	0.0034	0.0008	0.0011	0.0006	0.0007	0.0006	0.0006	C
177	X	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative					2005		0.0006	0.0013	0.0003	0.0004	0.0002	0.0003	0.0002	0.0002	C
178	X	2003-08	VDOT	Mobile Commuter Stores					2005		0.0035	0.0071	0.0014	0.0023	0.0011	0.0014	0.0011	0.0014	C
179	X	2003-08	VDOT	Telework Incentive Program (Telework VA)			X		2005	2001	0.0012	0.0022	0.0005	0.0007	0.0004	0.0004	0.0004	0.0004	C
180	X	2003-08	VDOT	Commuter Choice					2005		0.0015	0.0025	0.0007	0.0008	0.0005	0.0005	0.0005	0.0005	C
181	X	2003-08	VDOT	Employer Shuttle Services					2005		0.0184	0.0301	0.0077	0.0100	0.0058	0.0060	0.0057	0.0057	C

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					FULL	SCALED- BACK	UNDER- WAY	REM			2005		2015		2025		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
184	X	2003-08	VDOT	Van Start / Van Save			X		2005	till 2006	0.0022	0.0047	0.0009	0.0015	0.0007	0.0009	0.0007	0.0009	C
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0019	0.0047	0.0008	0.0015	0.0006	0.0009	0.0006	0.0009	C
187	X	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0025	0.0053	0.0011	0.0017	0.0008	0.0011	0.0008	0.0010	C
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge deck)			X		2005	2004 - 2008	0.0015	0.0034	-	-	-	-	-	-	C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot			X		2005	2004	0.0031	0.0071	0.0013	0.0023	0.0010	0.0014	0.0010	0.0014	C
192	X	2003-08	VDOT	District-wide P&R Lots	X		X		2005	2001-2005	0.0182	0.0406	0.0076	0.0133	0.0060	0.0082	0.0059	0.0078	C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations			X		2005	2001, 2005	0.0235	0.0604	0.0097	0.0197	0.0079	0.0122	0.0078	0.0116	C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.0021	0.0870	0.0021	0.0870	-	-	-	-	SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)			X		2005	2004-2006	0.0083	0.3400	0.0083	0.3400	-	-	-	-	SP
198	X	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.0138	0.0755	0.0138	0.0755	-	-	-	-	SP
199	X	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0013	0.0033	0.0005	0.0011	0.0004	0.0007	0.0004	0.0006	C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0020	0.0035	0.0008	0.0012	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		0.0055	0.013	0.0055	0.013					SP
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			x		2005	n/a		0.2861		0.2861	-	-	-	-	SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				x	2005		0.0121	0.0221	0.0051	0.007	0.00	0.004	0.0038	0.0042	C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			x		2005	n/a	0.0042	0.0108	0.0017	0.0035	0.0014	0.0022	0.0014	0.0021	C
206	X	2003-08	MDOT	Additional Bike Lockers at Metro-Stations				x	2005	n/a	0.0213	0.0379	0.0090	0.0125	0.0068	0.0076	0.0067	0.0072	C
207	X	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			x		2005	n/a	0.0150	0.0300	0.0063	0.0099	0.0049	0.0060	0.0048	0.0057	C
208	X	2003-08	MDOT	CNG Fueling Stations				x	2005	n/a	0.1270	0.1170	-	-	-	-	-	-	SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)				x	2005		N/A	N/A	-	-	-	-	-	-	SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)				x	2005		N/A	N/A	-	-	-	-	-	-	SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	x				2005	2002	0.0023	0.0040	0.0009	0.0013	0.0007	0.0008	0.0007	0.0008	C (TCM)
212	X	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	n/a	0.0009	0.0008	0.0004	0.0003	0.0003	0.0002	0.0003	0.0002	C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps				x	2005		0.0050	0.0068	0.0021	0.002	0.002	0.001	0.0015	0.0013	C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion			x		2005	n/a	0.0881	0.1559	0.0370	0.0517	0.0283	0.0313	0.0278	0.0297	C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			x		2005	n/a	0.0096	0.0158	0.0040	0.0053	0.0031	0.0032	0.0030	0.0030	C
216	X	2003-08	MDOT	Telecommuting Expansion			x		2005	n/a	0.1041	0.2192	0.0435	0.0721	0.0341	0.0441	0.0336	0.0419	C
217	X	2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				x	2005	n/a	0.0237	0.1300	0.0237	0.1300	-	-	-	-	H

**TERM TRACKING SHEET - CURRENT MEASURES**  
**IMPLEMENTATION: YEAR 2000 AND LATER**  
**Credits are taken in Air Quality Conformity Analysis FY 2004-09**

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

* NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL	ACTUAL	TONS/DAY REDUCTION CREDITED								Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM	COMPLETION	COMPLETION	2005		2015		2025		2030		
									DATE	DATE	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded <sup>1</sup>			X		2005	2003	0.1112	0.2341	0.0464	0.0769	0.0365	0.0471	0.0359	0.0447	C
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees <sup>1</sup>			X		2005	2003	0.0247	0.0430	0.0104	0.0143	0.0079	0.0086	0.0078	0.0082	C
220	X	2003-08	REGION	Signal System Optimization			X		2005	2005	0.6737	0.2720	0.3447	0.1244	0.2945	0.0676	0.2896	0.0613	TR
<b>Available Emissions Credits</b>											<b>3.892</b>	<b>8.030</b>	<b>2.319</b>	<b>4.034</b>	<b>1.935</b>	<b>1.682</b>	<b>2.092</b>	<b>1.914</b>	

\* Projects numbers refer to the sequence of projects contained in previous Tracking Sheet updates

**Potential TERMS**  
**For Consideration During Conformity Assessment**  
**2004 CLRP & FY 2005-2010 TIP**

Potential TERMS	VT (2005)	VMT (2005)	NOx (2005)	VOC (2005)	Cost Effectiveness		Project Category *
			tons/day	tons/day	Nox (\$/t)	VOC (\$/t)	
M-07A Voluntary Employer Parking Cash-Out Subsidy	13856	214772	0.1807	0.1001	3,547	6,401	C
M-24 Speed Limit Adherence (accelerated)		-	0.9167	-	26,618	-	TR
M-47c Employer Outreach for Private Sector Employers (expanded)	1300	20155	0.0170	0.0094	200,466	361,774	C
M-93 Improve Pedestrian Facilities Near Rail Stations	1270	19683	0.0166	0.0092	114,310	206,292	C
M-103 150 Taxicab Replacement Program - CNG (expanded)			0.2030	0.1307	14,300	22,210	SP
M-103a 150 Taxicab Replacement Program - conventional vehicles		-	0.1750	0.1136	13,300	20,450	SP
M-110 10 Transit Stores in Maryland	1072	33248	0.0268	0.0127	18,505	38,971	C
M-111 Replace Traffic Signals with Lesser Controls		-	-	-	-	-	TR
M-113 6 Kiosks in Maryland	13	233	0.0002	0.0001	3,053,870	5,725,743	C
M-123 Employer Outreach for Public Sector Employers	13416	207947	0.1750	0.0970	18,668	33,689	C
M-132 Vanpool Incentive Program (expanded M-77b)	1755	109161	0.0861	0.0372	85,579	197,879	C
M-133 Metrorail Feeder Bus Service	0	5924	0.0046	0.0018	389,684	1,003,255	C
M-134 Implement Neighborhood Circulator Buses (10)	2950	45725	0.0385	0.0213	332,658	600,337	C
M-135 Construction of 1000 Parking Spaces at Metrorail Stations	0	20336	0.0157	0.0061			C
M-142e 100 CNG Buses in place of Old Diesel Buses	-	-	0.4030	0.0382	23,596	248,869	SP
M-142f 100 Hybrid Buses in place of Old Diesel Buses	-	-	0.5448	0.0888	20,591	126,398	SP
M-142g 100 New Diesel Buses in place of Old Diesel Buses	-	-	0.4006	0.0612	17,069	111,712	SP
M-143 Real Time Bus Schedule Information	1212	18786	0.0158	0.0088	30,862	55,696	C
M-146 Purchase 185 WMATA buses (ridership growth)	18550	287525	0.2420	0.1341	437,145	788,901	C
M-148 WMATA Bus Information Displays with Maps (2000 cases)	2172	33666	0.0283	0.0157	14,142	25,521	C
M-150 Enhanced Commuter Services- (HOV Facilities)	0	48660	0.0375	0.0146	227,484	585,666	C
M-151 Enhanced Commuter Services-US 1 (Reverse Commute)	1916	50360	0.0409	0.0200	197,134	402,635	C
M-152 Enhanced Commuter Services- (Rail Relief)	0	67205	0.0518	0.0201	497,288	1,280,283	C
M-155 Expand Carsharing Program	285	4418	0.0037	0.0021	150,870	272,279	C
M-156 Free bus-to-rail/ rail-to-bus transfers (Similar to NYC pricing structure)	5013	77702	0.0654	0.0362	1,804,646	3,256,790	C
M-158 Free Bus Service Off-Peak (10:00 AM to 2:00 PM Mid-Day and Weekends)	4284	66402	0.0559	0.0310	1,251,644	2,258,800	C
M-159 W15-590 - Diesel Fuel Additive	-	-	0.1330	-	2,700	-	H
M-160 Bose Automobile Anti-Air Pollutant and Energy Conservation System	-	-	0.6100	-	1,000	-	H
M-161 Diesel Emulsion Fuel Additive (Non-road or Highway)**	-	-	0.1800	-	12,000	-	H
M-162 Early Engine Retirement (Pre-88) **	-	-	0.9000	-	2,200	-	H
M-163 Truck Idling (Truck Stops and Auxiliary Power Unit)**	-	-	0.4000	-	4,600	-	H
M-164 International Green Diesel Retrofit	-	-	0.1400	-	141,000	-	H
M-165 Bike Stations at Rail Station	105	1628	0.0014	0.0008	496,372	895,862	C

Potential TERMS	VT (2005)	VMT (2005)	NOx (2005)	VOC (2005)	Cost Effectiveness		Project Category *
			tons/day	tons/day	Nox (\$/t)	VOC (\$/t)	
<b>New TERMS (Revenue generating)</b>							
M-144 Parking Impact Fees	116266	1802123	1.5165	0.8403	1,019,847	1,840,485	C
<b>Other Suggested Measures- Under Development</b>					-	-	
Transit Oriented Development	-	-	-	-	-	-	C
Heavy Duty Truck Pollution	-	-	-	-	-	-	H
Government Actions (ozone action day similar to snow day)	-	-	-	-	-	-	C
M-153 Remove 125 Trash Trucks	-	-	0.4860	-	-	-	H
M-166 Monthly Transit Pass	-	-	-	-	-	-	C
<b>TERMS Suggested by Bicycle and Pedestrian Subcommittee</b>					-	-	
Safe Route to School	-	-	-	-	-	-	C
On-line Bicycle Routing Software	-	-	-	-	-	-	C
Regional Bike Racks	-	-	-	-	-	-	C
Bike Lockers ate Park & Ride Lots	-	-	-	-	-	-	C
Subsidized Off-street Bicycle Parking	-	-	-	-	-	-	C
					-	-	

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

\*\* EPA Certified Technology available