

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

September 19, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the July 18th TPB Meeting

The attached letters were sent/received since the July 18th TPB meeting. The letters will be reviewed under Agenda #5 of the September 19th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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Director, Department of
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RE: Letters Sent/Received Since the July 18th TPB Meeting

The attached letters were sent/received since the July 18th TPB meeting. The letters will be reviewed under Agenda #5 of the September 19th TPB agenda.

Attachments



TONI COPELAND
CLERK TO THE
COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA

OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us



MEMBERS

PAUL FERGUSON
CHAIRMAN

J. WALTER TEJADA
VICE CHAIRMAN

BARBARA A. FAVOLA
JAY FISETTE
CHRISTOPHER ZIMMERMAN

July 26, 2007

Ms. Catherine Hudgins
Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE Suite 300
Washington, D.C. 20002

Dear Ms. Hudgins:

Thank you for your letter requesting a contribution from Arlington for the 2008 Street Smart program. I agree that the program has been successful and Arlington has been a strong supporter of the program since its inception. I am glad to hear that the program is being expanded to a twice a year campaign.

As Chris Zimmerman stated at the May 16 TPB meeting, Arlington is willing to double our contribution to the Street Smart program to \$20,200 if other jurisdictions in the region will also increase their contributions. Conversely, if other jurisdictions are not willing to meet the minimal per capita contributions of the current program, Arlington will have to review our willingness to participate in the program.

At this time Arlington will wait to see the response from other jurisdictions to your request for financial contributions to the Street Smart program, before making a commitment of funding to the program. I hope that others will reply positively to this request for additional funding.

Sincerely,

Paul Ferguson
Chairman

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

August 21, 2007

Honorable Catherine Hudgins, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Hudgins:

This letter addresses which fine particulate matter (PM_{2.5}) precursors will be included in the PM_{2.5} State Implementation Plan (SIP) control strategy due in April 2008.

EPA's PM_{2.5} implementation rule requires that state air agencies make a determination of the significance of PM_{2.5} pollutants/precursors for SIP planning purposes, including requirements for new motor vehicle emission budgets (MVEBs) for demonstrating transportation conformity.

Through interagency consultation and consideration of available information, the state air agencies have completed significance determinations for each of the PM precursors. The current plan is for the SIP to establish motor vehicle emission budgets for PM direct and the precursor NO_x only. The state air agencies have determined that VOC and ammonia are not significant precursors for SIP planning purposes, therefore new MVEBs will not be required. States decided that while SO₂ is a significant precursor for SIP planning purposes, a motor vehicle emission budget for SO₂ is not required for several reasons: on-road emissions of SO₂ are not a significant source of total overall SO₂ precursor emissions in the region and existing controls are expected to substantially mitigate on-road emissions of SO₂ in the future. These determinations are consistent with TPB's current scope of work for conducting regional emission analysis and demonstrating conformity for PM_{2.5},

We look forward to working closely with you to establish appropriate and effective motor vehicle emission budgets for PM direct and the precursor NO_x as part of the PM_{2.5} SIP development process.

Sincerely,



Nancy Floreen, Chair
Metropolitan Washington Air Quality Committee

August 3, 2007

National Capital Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE
Suite 300
Washington, DC 20002

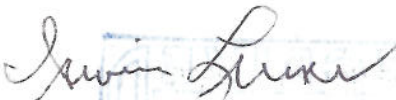
Gentlemen:

The undersigned is the Chairman of the Board of Leisure World Community Corporation, an independent living, age restricted community of approximately 8,500 residents with an average of 74 years. We have concern regarding the construction of the ICC road project at the same time as the prospective development and addition of 300 homes. This area borders our northern property line and is adjacent to the terminus of the first portion of the ICC.

Our Board of Directors, made up of resident volunteers, have unanimously concluded that this housing construction project creates substantial environmental, safety, health, and traffic problems for our community. Those problems are further exacerbated by the planned simultaneous construction of the ICC with the Greenbriar at Norbeck Crossing residential project. We believe that this concurrent activity on both projects will substantially degrade the air quality in our area and have a detrimental effect on the health of our residents.

Not being aware of the appropriate agency to which to voice our environmental concerns, we wrote to the Maryland Department of the Environment, and they advised us that the appropriate agency is your office. We are, therefore, not only writing this letter to you, but are enclosing both our letter to the Maryland Department of the Environment and their reply to us. Please consider our letter to the Department as if it had been written directly to your office. We would be very pleased to have your response to our concerns, and hope that you will find that construction of this residential development at the same time as Section A of the ICC is built creates serious problems impacting the environment that result in an emission risk greater than that allowed by the current regional transportation emission budget.

Sincerely,



Irwin Lerner, Chairman
Leisure World Community Corporation
Board of Directors

IL/bks

June 18, 2007

Kendl P. Philbrick, Secretary
Maryland Department of the Environment
1800 Washington Boulevard
Baltimore, MD 21230

Dear Mr. Philbrick:

Leisure World is a private, age restricted community of approximately 8,500 residents. The community borders on, or close to, a number of traffic enhancements that are currently under consideration by governmental agencies, as well as a new housing development of approximately 300 homes across Norbeck Road. While we recognize the need for the road projects, which should reduce traffic problems in the area, we are also very concerned about the health impact of adding housing to the increased traffic on the road.

The road projects involve the building of the ICC, with its first phase ending at Georgia Avenue and depositing traffic at that point to continue east via Norbeck Road (Route 28). An additional project foresees the widening of Route 28 to allow more traffic to pass through the area. The housing development is to be built by Winchester Homes on the north side of Norbeck Road, east of Georgia Avenue, whose traffic will exit the development into Norbeck Road.

Our concern with the planned developments and projects is the increased exposure to air pollution of the residents of our community and those in the other senior facilities in the area. Respiratory ailments are common in the current situation. How much worse will they be when we are exposed to the traffic entering Norbeck Road from Georgia Avenue when the first phase of the ICC is completed and funneling into Georgia Avenue and then Norbeck Road? When you add the two or more vehicles per home exiting from the new housing development, we are to face an explosion in the volume of volatile organic compounds and hazardous air pollutants emitted to the air we breathe.

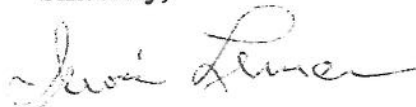
Considering the current need to comply with stricter air emission standards mandated by USEPA under court order, and the initiative taken by the Northeastern Governors to implement stricter standards for vehicles and vehicular emissions, we are appealing to you to consider requiring a very accurate estimate in the Environmental Impact Statement of the additions that these projects will place into the air that surrounds our community.

At a presentation made before our Board of Directors, the traffic consultant for Winchester Homes indicated that their studies were based on current traffic patterns. This is certainly not acceptable when air emissions are under consideration. In fairness to the existing community, the impact of health hazards should be measured based on an extrapolation of the amount of vehicular traffic and the resulting emissions at such time as the road and housing development are complete.

As the official agency of our Maryland government that issues the regulations and standards to control air emissions, and as the enforcement agency for such regulations, we are seeking your guidance and support in curtailing or halting any developments that will result in conditions that endanger the health and wellbeing of the citizens in this area.

We will make staff from our management company and members of our Board of Directors available to meet with you to discuss the concerns and determine what your department can do to help accurately forecast the air emissions and place some restraints where and when needed to keep those emissions within tolerable levels.

Sincerely,

A handwritten signature in cursive script, appearing to read "Irwin Lerner".

Irwin Lerner, Chair
Leisure World Community Corporation
Board of Directors

IL/bks



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230

410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Shari T. Wilson
Secretary

Anthony G. Brown
Lieutenant Governor

Robert M. Summers, Ph.D.
Deputy Secretary

July 23, 2007

Irwin Lerner, Chair
Leisure World Community Corporation
Board of Directors
3701 Rossmoor Boulevard
Silver Spring, Maryland 20906

Dear Mr. Lerner:

Thank you for your letter regarding your concerns about environmental impacts of roadway enhancements in Montgomery County. I appreciate the opportunity to respond to you regarding this important matter.

The analysis of air pollution from vehicles on new or widened roadways is addressed by the transportation conformity process. Transportation conformity is a requirement of the Federal Clean Air Act (CAA) that helps control growth in mobile source emissions for areas that do not meet Federal air quality standards (nonattainment areas). Transportation conformity ensures that transportation funding goes to those transportation activities that are consistent with a State's air quality goals. Currently the Washington DC Region, which includes Montgomery County, meets the conformity requirements for both ozone and fine particulates (PM_{2.5}).

Conformity is determined through air quality and transportation modeling that examines mobile emissions from transportation projects such as new roadways. These new emissions from a new roadway are not to exceed a regional transportation emission budget that is set in a State's air quality plan. These budgets are established through EPA approved air/ transportation modeling that simulates travel patterns in a region such as the Washington DC Region. Any plans or projects that have a potential to exceed budget limits would have to be redesigned to create less emissions and/or offer mitigation strategies to limit emissions. Mitigation strategies can include incentives for teleworking, transit use, or ride sharing, for example.

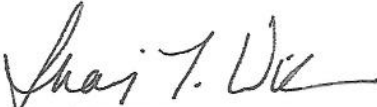
In the Washington Metropolitan area, which includes Montgomery County, the National Capital Transportation Planning Board is responsible for analyzing transportation projects in the Washington region for conformity with the Washington DC Regional State Implementation Plan (SIP). For specific conformity analysis information you can contact the Metropolitan Washington Council of Governments at 202-962-3200, or online at <http://www.mwcog.org/transportation/>.



Mr. Irwin Lerner
Page Two

Thank you again for your letter. If I may be of further assistance, please contact me or Mr. George (Tad) S. Aburn, Jr., Director of the Air and Radiation Management Administration at 410-537-3255, toll-free at 800-633-6101, by mail at 1800 Washington Boulevard, Baltimore, Maryland 21230 or by e-mail at gaburn@mde.state.md.us.

Sincerely,



Shari T. Wilson
Secretary

cc: Mr. George (Tad) S. Aburn Jr., Director of Air and Radiation Management Administration




National Capital Region Transportation Planning Board

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MEMORANDUM

Date: September 19, 2007

To: Transportation Planning Board

From: Ronald F. Kirby 
Director, Department of
Transportation Planning

Re: Update on the Status of federal CAFÉ Standards in Congressional Energy Legislation

At the July 18, 2007 TPB meeting I reported on an updated staff analysis of CO₂ emissions from cars, trucks and buses in the Metropolitan Washington Region, including estimates of the benefits of the federal Corporate Average Fuel Economy (CAFÉ) standards contained in energy legislation passed by the U.S. Senate on June 21. The new CAFÉ standards would require cars, trucks, and sport-utility vehicles (SUVs) to achieve an average fuel economy of 35 miles per gallon (mpg) by 2020. The analysis indicated that while baseline CO₂ emissions are projected to grow by 48 percent from 2002 to 2030, this rate of growth would be reduced to 16 percent with the Senate's provision for increased CAFÉ standards.

The attached letter containing this information was transmitted from the TPB to our Congressional delegation in anticipation of upcoming energy legislation from the U.S. House of Representatives. The House energy legislation was in fact approved on August 4 without new CAFÉ standards, despite several potential amendments with varying CAFÉ options that drew significant levels of support in the House.

Two major amendments were proposed to the House legislation that included increases in CAFÉ standards: one from Rep. Edward Markey, D-MA and another from Reps. Baron Hill, D-IN, and Lee Terry, R-NE. Markey's amendment originally would have required new vehicles to average 35 miles per gallon by 2018, with 4% annual increases thereafter. Over time the amendment was altered to more closely resemble the Senate CAFÉ provisions, with a later 2019 deadline and no definite annual increases. The Hill-Terry bill was less demanding on automakers, requiring new vehicles to average between 32 and 35 mpg in 2022, among other things. While both bills drew large support with over 100 co-sponsors each, neither of the provisions was included in the final House energy bill. It is possible that the sponsors of these amendments will request that these issues be brought to the floor for reconsideration in the future.

The next step in the legislative process is to reconcile the differences between the two bills, through the negotiation of a conference report by both chambers. To do this, the bills must be brought to conference and conferees must be chosen. When and even if the bills will make it to conference is still uncertain, as there is currently no proposed timeline, and other issues are competing for congressional attention (including climate change legislation).

If the bills do go to conference, the conferees will be an important audience for the TPB's letter addressing CAFÉ standards, and the accompanying analysis of the benefits of increased fuel economy standards for reducing CO₂ emissions.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

July 17, 2007

The Honorable Chris Van Hollen
United States House of Representatives
1707 Longworth House Office Building
Washington, DC 20515

Dear Congressman Van Hollen:

The National Capital Region Transportation Planning Board (TPB) recently received a staff analysis indicating that carbon dioxide (CO₂) emissions from cars, trucks, and buses in the Washington region are projected to increase by almost 50 percent from 2002 through 2030. Carbon dioxide is the primary component of greenhouse gas emissions that contribute to global warming. The TPB seeks your support for federal action that could help reduce this steady growth in CO₂ emissions from motor vehicles.

The TPB analysis estimates that the rate of growth of CO₂ emissions in the Washington region could be reduced to 22 percent if California's proposed Low Emission Vehicle II (LEV II) standards were adopted throughout the region. Before California or any other states can implement the LEV II program, however, California must obtain a waiver from EPA. The Board was concerned to learn that while California requested such a waiver from EPA in December 2005, the EPA Administrator recently informed Congress that he does not plan to act on that request until the fall of 2008. California has announced its intention to sue EPA to expedite action on its waiver request.

The TPB is encouraged that the Congress is currently considering legislation to strengthen federal fuel economy standards. On June 21 the Senate passed energy legislation that includes new federal Corporate Average Fuel Economy (CAFE) standards requiring cars, trucks, and sport-utility (SUVs) to achieve an average fuel economy of 35 miles per gallon by 2020. The TPB analysis indicates that implementation of these new CAFE standards in the Washington region would reduce the rate of growth of CO₂ emissions from 2002 to 2030 to around 16 percent. The TPB understands that the House of Representatives will be considering energy legislation later this month, and that while the current version of the House bill does not include new federal CAFE standards, an amendment under development by Representative Edward Markey would include such standards.

The Honorable Chris Van Hollen

July 17, 2007

Page 2

The TPB is pleased to provide its analysis of CO₂ emissions in the Washington region for your information as an attachment to this letter. It is clear from this analysis that a significant shift toward a more fuel-efficient vehicle fleet will be essential in order to reduce the rate of growth of CO₂ emissions from cars, trucks, and buses in the region. The TPB seeks your support of federal actions that would help achieve that goal.

The TPB analysis and action on vehicle emissions occurs in support of a broader climate change initiative launched this year by the Metropolitan Washington Council of Governments (COG). Activities underway include an inventory of both mobile and non-mobile emissions; identification of best practices, such as green buildings; and examination of regional approaches to carbon offset funding. The outcome of this effort will be shared with COG members, including the region's congressional delegation.

Thank you for your consideration of this letter and the attached information.

Sincerely,

A handwritten signature in cursive script that reads "Cathy Hudgins".

Catherine Hudgins
Chair
National Capital Region
Transportation Planning Board

Attachment