

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

Item #5

MEMORANDUM

April 18, 2007

TO: Transportation Planning Board

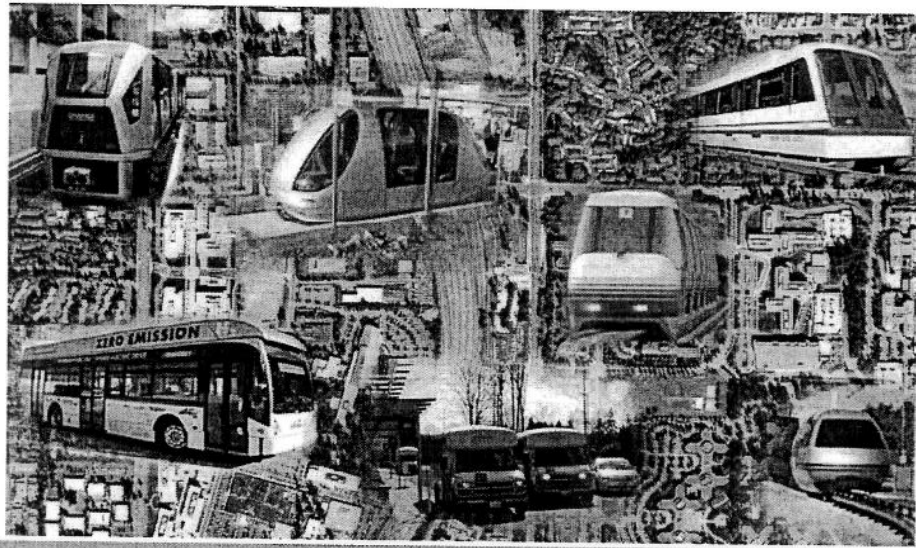
FROM: Ronald F. Kirby *RK*
Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the March 21st TPB Meeting

The attached letters were sent/received since the March 21st TPB meeting. The letters will be reviewed under Agenda #5 of the April 18th TPB agenda.

Attachments

A Three-Part
Seminar Series
for the
Washington
Capital Region



Expanding Regional Mobility Through Advanced Technology

The national capital region is facing congestion and mobility issues that threaten our economic viability and quality of life. Can 21st century transit and intelligent transportation systems expand and enhance our transportation networks to serve our needs? ...Step into the future and explore the art of the possible.

Come join us for an interactive discussion of our regional needs and how we can plan and implement new technologies in today's zero-budget environment.

Sponsored By:



Booz | Allen | Hamilton

Lea Elliott

Seminar #1

April 20, 2007

[Click here to
RSVP](#)

For more
information please
call:
(703) 572-8714

Seminar Fee: \$35

Government Employees:

No charge

Continental Breakfast

Provided

Challenges and Options for the Region

- Keynote – U.S. Representative Tom Davis
- The Regional Plan – Dr. Ronald Kirby, Director, Transportation Planning, MWCOG
- Housing and Market Demand – Prof. John McLain, GMU
- Edgeless Cities and Transportation – Prof. Robert Lang, VT
- Presentations of Advanced Transit and Intelligent Transportation System Options for the Region

7:30 AM - 8:00 AM

Registration

8:00 AM - 11:00 AM

Program

Booz Allen Hamilton Conference Center

8283 Greensboro Drive, McLean, VA 22102

Seminar #2

May 25, 2007

Transportation challenges for the Dulles, Tyson's Corner, and Fort Belvoir areas will be explored and the potential for new transit and technology applications to enhance their internal mobility and connectivity to the rest of the region.

Seminar #3

June 22, 2007

Based on interactive feedback from previous seminars, the presentations and discussion will focus on the ability of advanced technology options to provide new mobility to serve the region and the three focus areas.



U.S. Department
of Transportation

**Federal Highway
Administration**

District of Columbia Division
(202) 219-3536 FAX 219-3545

1990 K Street, NW
Suite 510
Washington, DC 20006-1103

APR 6 2007

In Reply Refer To: HPR-DC

Conformity Determination for the FY 2007-2012
Transportation Improvement Program (TIP), the
2006 Constrained Long Range Transportation
(CLRP) Plan for the Washington Metropolitan Area

Honorable Catherine M. Hudgins, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Ronald Kirby, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Dear Chairman Hudgins:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the Air Quality Conformity Determination of the 2006 Constrained Long Range Plan and the FY 2007-2012 Transportation Improvement Program for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB) on October 18, 2006. In addition, we reviewed the funding revisions made to the 2007-2012 TIP requested by the District of Columbia Department of Transportation and the Virginia Department of Transportation. The amendments for the funding revisions were adopted on March 21, 2007.

The Environmental Protection Agency, in a letter to FHWA's District of Columbia Division dated December 7, 2006, for the air quality conformity (enclosed), acknowledges its review and includes technical documentation that supports the conformity finding of the region's CLRP and FY 2007-2012 TIP.

FHWA/FTA finds that the 2006 CLRP and the FY 2007-2012 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

In accordance with 23 CFR 450.320 (b) and 49 CFR 5303 (f), our review of the October 18, 2006, FY 2007-2012 TIP showed unclear estimates of Federal funds based on established authorizations and reasonable expectation of funding amounts for projects in both Northern Virginia and the District of Columbia. On December 21, 2006, FHWA/FTA requested additional information to correct various projects listings.

**MOVING THE
AMERICAN
ECONOMY**



Based on our transportation planning regulatory requirements, our day-to-day involvement, and review of technical analysis reports, and in accordance with the provision of Section 134 (h) (2) (B), Title 23 USC, we find the financial information needed to support our fiscal constraint determination adopted by the TPB on March 21, 2007, and provided to us on March 28, 2007, as the revised FY 2007-2012 TIP is hereby complete.

Any questions concerning these approval actions should be directed to Ms. Sandra Jackson, FHWA District of Columbia Division Office, (202) 219-3521 or Deborah Burns, FTA Washington DC Metropolitan Office, (202) 219-3565.

Sincerely,



Mark R. Kehrl
Division Administrator
Federal Highway Administration



Herman C. Shipman
Acting Regional Administrator
Federal Transit Administration

Enclosure

cc: Kwame Arhin, FHWA, MD
Ed Sundra FHWA, VA
Unwanna Bellinger, FHWA, VA
Michele Destra, FTA
Joanne Sorenson, VDOT
Lyn Erickson, MDOT
Emeka Monome, DDOT
John Catol, WMATA



Enclosure

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Mr. Mark R. Kehrl
Division Administrator
Federal Highway Administration,
District of Columbia Division
1900 K Street, NW, Suite 510
Washington, D.C. 20006-1103

DEC 7 2006


Dear Mr. Kehrl:

The United States Environmental Protection Agency (EPA), Region III has reviewed the 8-Hour Ozone, Carbon Monoxide and PM2.5 Conformity Determination for the 2006 Constrained Long-Range Plan and the FY 2007-2012 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on November 13, 2006. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for Review of the 8-Hour Ozone, Carbon Monoxide and PM2.5 Conformity Determination of the 2006 Constrained Long-Range Plan and the FY 2007-2012 Metropolitan Washington Transportation Improvement Program." It should be noted that in our technical support document we are again deferring to the FHWA on the question of whether the Plan and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Carol Febbo, Chief, Energy, Radiation and Indoor Environment Branch at (215) 814-2076 or Martin T. Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,



Judith M. Katz, Director
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)
Sandra Jackson (FHWA, DC)
Ed Sundra (FHWA, VA)
Howard Simons (MDOT)
Diane Franks (MDE)
Jim Sydnor (VDEQ)
Joan Rohlf (MWAQC)
Tony Tarone (FTA)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103

December 6, 2006

SUBJECT: Technical Support Document for Review of the 8-Hour Ozone, Carbon Monoxide and PM2.5 Conformity Determinations of the 2006 Constrained Long Range Plan and the FY 2007-2012 Metropolitan Washington Transportation Improvement Program

Martin T. Kotsch
FROM: Martin T. Kotsch, (3AP23)

TO: Administrative Record of EPA's Review of the 8-Hour Ozone, Carbon Monoxide and PM2.5 Conformity Determinations of the 2006 Constrained Long Range Plan and the FY 2007-2012 Metropolitan Washington Transportation Improvement Program

Carol A. Febbo
THRU: Carol Febbo, Chief
Energy, Radiation and Indoor Environment Branch (3AP23)

The purpose of this document is to review the November 2006 air quality 8-Hour Ozone, Carbon Monoxide and PM2.5 conformity determinations of the 2006 Constrained Long Range Plan (CLRP) and the FY 2007-2012 Metropolitan Washington Transportation Improvement Program (TIP) prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The TIP and CLRP conformity determinations were submitted to the Environmental Protection Agency (EPA) on November 13, 2006 by the District of Columbia Division of the United States Federal Highway Administration (FHWA).

The Metropolitan Washington D.C. Area is a moderate 8-hour non-attainment area for ozone. For the 8-hour conformity analysis, the 2005 Attainment SIP budgets for the 1-hour standard are applicable for use in the 8-hour conformity analysis per 93.109(e) of the conformity rule since there are no current adequate or approved 8-hour mobile budgets. As a small piece of the

previous geographical 1-hour non-attainment area (Stafford County, VA) is now in another non-attainment area (Fredericksburg, VA), the previous 1-hour budget for 2005 could have been reduced to reflect the new smaller 8-hour non-attainment area. However TPB chose to continue to include Stafford County in its travel demand analysis and emissions analysis, which is permissible under the conformity rule until such time that new SIPs for the smaller 8-hour non-attainment area with new mobile budgets are submitted and either found adequate or approved by EPA. The area is also a CO maintenance area with an emissions budget which requires a conformity determination.

The Metropolitan Washington D.C. Area is a non-attainment area for PM2.5 annual standard, with smaller geographical boundaries than its previous 1-hour ozone non-attainment area. Therefore the TPB developed a new transportation model which reflected the smaller non-attainment area to develop the necessary VMT and related emission factors to complete the conformity analysis and determination.

The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule, 40 CFR Part 93, Sections 93.102(b)(1), 93.102 (b)(2)(iv), 93.102(b)(2)(v), 93.102(b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c), 93.118 and 93.119.

Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington Transportation Improvement Program

GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP

SECTION of 40 CFR Part 93	CRITERIA	Y/N	COMMENTS
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in §§93.111 - 93.118, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?</p>	Y	<p>(a) & (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include:</p> <p>1) Travel Demand Modeling Assumptions: - Use of newer Version 2.1D #50 travel demand model process -New travel forecasts incorporated.</p> <p>2) Emissions Model Assumptions: MOBILE6.2 modeled emissions factors were developed for years; 2010, 2020, 2030 for all pollutants.</p> <p>3)Emissions Factor Assumptions -Enhanced I/M was assumed in DC, MD, VA -Low emission vehicle program was modeled -No oxygenated fuels were assumed for wintertime -Tier 2 / low sulfur vehicle controls were modeled</p> <p>4) Vehicle Registration Data: 2005 data for Maryland, DC and Virginia</p> <p>5) Land Activity Assumptions (growth forecasts): -In May, 2006 Round 7.0a forecasts were approved by the TPB for use in the conformity determination. As a result, household data as well as employment data have been updated. New growth figures between 2002 and 2030 used in this determination are shown below: -Household: 43% increase -Employment: 45% increase</p>

	<p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105?</p>	<p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p>(c) Transit policies such as frequency and hours of operation were updated from the last conformity determination</p> <p>(d) Transit ridership and services were adjusted to reflect increased fares from several providers within the affected region. No changes in bridge tolls are anticipated at this time</p> <p>(e) All of the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were timely implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.</p> <p>(f) Appendix A of the conformity determination provides key assumptions for this conformity determination. This document and its earlier drafts were developed through the interagency and public consultation process detailed in the chart on page A8 of Appendix A.</p>
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**Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington
Transportation Improvement Program**

GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP

93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used the mobile emissions model: MOBILE6.2, the latest EPA emissions model available to do the emissions analysis
93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance to the TPB consultation procedures. These procedures are based on the procedures of the Federal Conformity Rule.</p> <p>Interagency Consultation The TPB has consulted with all appropriate agencies. This includes the District of Columbia Environmental Regulation Administration, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington D.C. area.</p> <p>Public Consultation The TPB has provided opportunities for public comment on the Conformity Determination. On September 14, 2006 the TPB released for public comment, the draft air conformity analysis for the TIP and CLRP for thirty days. One comment relevant to air quality was received on the Conformity Determination. The TPB responded adequately to the comment.</p>

**Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington
Transportation Improvement Program**

GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP

93.106(a) (1)	Are the horizon years correct?	Y	The horizon years chosen, 2010, 2020 and 2030 represent appropriate horizon years for the 8-Hour Ozone, CO and PM2.5 conformity determination. 2010 is within the first 5 years of the transportation plan.
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Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington Transportation Improvement Program

CRITERIA APPLICABLE ONLY TO THE CLRP

93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH(3) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis

93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-entrained road dust as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Y	Pages 19-20 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington D.C. area. These forecasts were based upon the Round 7.0a forecast.
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Appendix B of the conformity determination lists the projects and provides a description of the projects anticipated to be completed during the evaluation period of the conformity analysis
93.108	Is the transportation plan fiscally constrained?		EPA is deferring to TPB and the States of Maryland and Virginia and the District of Columbia's transportation agencies who have determined that the plan is fiscally constrained
93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were timely implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.

**Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington
Transportation Improvement Program**

CRITERIA APPLICABLE ONLY TO THE CLRP

93.118	For areas with SIP Budgets: is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	<p>On April 4, 2005 (70 FR 16958) EPA approved the new CO maintenance Plan for the Washington, D.C. metropolitan area. The mobile budgets contained therein are applicable to this conformity determination.</p> <p>On May 13, 2005, (70 FR 25688) EPA approved the 2005 Attainment Plans for both Virginia and the District of Columbia. On November 16, 2005 (70 FR 69440) EPA approved the 2005 Attainment Plan for Maryland, therefore those mobile budgets are the applicable budgets to be used in this conformity determination. . All three of these attainment mobile budgets are identical.</p> <p><u>2005 Mobile Budget:</u> <u>2010 Analysis</u></p> <table border="0"> <tr> <td>97.4 T/D (VOC)</td> <td>65.6 T/D (VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>140.1 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>720.4 T/D (CO)</td> </tr> </table> <p><u>2005 Mobile Budget</u> <u>2020 Analysis</u></p> <table border="0"> <tr> <td>97.4 T/D (VOC)</td> <td>41.5 T/D(VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>49.2 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>590.3 T/D (CO)</td> </tr> </table> <p><u>2005 Mobile Budget</u> <u>2030 Analysis</u></p> <table border="0"> <tr> <td>97.4 T/D (VOC)</td> <td>39.4 T/D(VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>38.0 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>612.8 T/D (CO)</td> </tr> </table>	97.4 T/D (VOC)	65.6 T/D (VOC)	234.7 T/D (NOx)	140.1 T/D (NOx)	1671.5 T/D (CO)	720.4 T/D (CO)	97.4 T/D (VOC)	41.5 T/D(VOC)	234.7 T/D (NOx)	49.2 T/D (NOx)	1671.5 T/D (CO)	590.3 T/D (CO)	97.4 T/D (VOC)	39.4 T/D(VOC)	234.7 T/D (NOx)	38.0 T/D (NOx)	1671.5 T/D (CO)	612.8 T/D (CO)
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93.119	For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?	Y	<p>There are no PM2.5 SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the PM2.5 non-attainment area passes the interim emissions test.</p>																		

			<u>2002 BaseYear</u> 1541.5 tpy (Direct PM) 91180.4 tpy (NOx)	<u>2010 Analysis</u> 954.1 tpy (Direct PM) 44374.3 tpy (NOx)
			<u>2002 Base Year</u> 1541.5 tpy (Direct PM) 91180.4 tpy (NOx)	<u>2020 Analysis</u> 700.5 tpy (Direct PM) 15218.5 tpy (NOx)
			<u>2002 Base Year</u> 1541.5 tpy (Direct PM) 91180.4 tpy (NOx)	<u>2030 Analysis</u> 715.8 tpy (Direct PM) 11549.8 tpy (NOx)

Evaluation of the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington Transportation Improvement Program

CRITERIA APPLICABLE ONLY TO THE TIP

93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH(3) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-entrained road dust as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis

93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area were timely implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.																																																								
93.118	For areas with SIP Budgets: is the Transportation Plan, TIP or Project consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	<p>On April 4, 2005 (70 FR 16958) EPA approved the new CO maintenance Plan for the Washington, D.C. metropolitan area. The mobile budgets contained therein are applicable to this conformity determination.</p> <p>On May 13, 2005, (70 FR 25688) EPA approved the 2005 Attainment Plans for both Virginia and the District of Columbia. On November 16, 2005 (70 FR 69440) EPA approved the 2005 Attainment Plan for Maryland, therefore those mobile budgets are the applicable budgets to be used in this conformity determination. All three of these attainment mobile budgets are identical.</p> <table border="0"> <tr> <td colspan="2"><u>2005 Mobile Budget:</u></td> <td colspan="2"><u>2010 Analysis</u></td> </tr> <tr> <td>97.4 T/D (VOC)</td> <td></td> <td>65.6 T/D (VOC)</td> <td></td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td></td> <td>140.1 T/D (NOx)</td> <td></td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td></td> <td>720.4 T/D (CO)</td> <td></td> </tr> <tr> <td colspan="2"> </td> <td colspan="2"> </td> </tr> <tr> <td colspan="2"><u>2005 Mobile Budget</u></td> <td colspan="2"><u>2020 Analysis</u></td> </tr> <tr> <td>97.4 T/D (VOC)</td> <td></td> <td>41.5 T/D(VOC)</td> <td></td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td></td> <td>49.2 T/D (NOx)</td> <td></td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td></td> <td>590.3 T/D (CO)</td> <td></td> </tr> <tr> <td colspan="2"> </td> <td colspan="2"> </td> </tr> <tr> <td colspan="2"><u>2005 Mobile Budget</u></td> <td colspan="2"><u>2030 Analysis</u></td> </tr> <tr> <td>97.4 T/D (VOC)</td> <td></td> <td>39.4 T/D(VOC)</td> <td></td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td></td> <td>38.0 T/D (NOx)</td> <td></td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td></td> <td>612.8 T/D (CO)</td> <td></td> </tr> </table>	<u>2005 Mobile Budget:</u>		<u>2010 Analysis</u>		97.4 T/D (VOC)		65.6 T/D (VOC)		234.7 T/D (NOx)		140.1 T/D (NOx)		1671.5 T/D (CO)		720.4 T/D (CO)		 		 		<u>2005 Mobile Budget</u>		<u>2020 Analysis</u>		97.4 T/D (VOC)		41.5 T/D(VOC)		234.7 T/D (NOx)		49.2 T/D (NOx)		1671.5 T/D (CO)		590.3 T/D (CO)		 		 		<u>2005 Mobile Budget</u>		<u>2030 Analysis</u>		97.4 T/D (VOC)		39.4 T/D(VOC)		234.7 T/D (NOx)		38.0 T/D (NOx)		1671.5 T/D (CO)		612.8 T/D (CO)	
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93.119	For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?	Y	<p>There are no PM2.5 SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the TPB and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the PM2.5 non-attainment area passes the interim emissions test.</p> <table data-bbox="933 577 1404 892"> <tr> <td><u>2002 Base Year</u></td> <td><u>2010 Analysis</u></td> </tr> <tr> <td>1541.5 tpy (Direct PM)</td> <td>954.1 tpy (Direct PM)</td> </tr> <tr> <td>91180.4 tpy (NOx)</td> <td>44374.3 tpy (NOx)</td> </tr> <tr> <td><u>2002 Base Year</u></td> <td><u>2020 Analysis</u></td> </tr> <tr> <td>1541.5 tpy (Direct PM)</td> <td>700.5 tpy (Direct PM)</td> </tr> <tr> <td>91180.4 tpy (NOx)</td> <td>15218.5 tpy (NOx)</td> </tr> <tr> <td><u>2002 Base Year</u></td> <td><u>2030 Analysis</u></td> </tr> <tr> <td>1541.5 tpy (Direct PM)</td> <td>715.8 tpy (Direct PM)</td> </tr> <tr> <td>91180.4 tpy (NOx)</td> <td>11549.8 tpy (NOx)</td> </tr> </table>	<u>2002 Base Year</u>	<u>2010 Analysis</u>	1541.5 tpy (Direct PM)	954.1 tpy (Direct PM)	91180.4 tpy (NOx)	44374.3 tpy (NOx)	<u>2002 Base Year</u>	<u>2020 Analysis</u>	1541.5 tpy (Direct PM)	700.5 tpy (Direct PM)	91180.4 tpy (NOx)	15218.5 tpy (NOx)	<u>2002 Base Year</u>	<u>2030 Analysis</u>	1541.5 tpy (Direct PM)	715.8 tpy (Direct PM)	91180.4 tpy (NOx)	11549.8 tpy (NOx)
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CONCLUSION

Pursuant to FHWA's November 13, 2006 request, we have reviewed the 8-Hour Ozone, Carbon Monoxide and PM2.5 conformity determinations for the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. We have determined that the 2006 Constrained Long Range Plan and the FY2007-2012 Metropolitan Washington Transportation Improvement Program meet the requirements of the federal conformity rule.





A legacy of regional cooperation, a commitment to a vibrant future

April 12, 2007

District of Columbia
Bladensburg*
Bowie
College Park
Frederick
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

*Adjunct member

**Mr. Herbert Pegram
Grant Coordinator
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219**

Dear Mr. Pegram:

I am pleased to submit the enclosed memorandum on behalf of the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB), in response to your request for additional information about our application for funding through the 2007 Multimodal Planning Grants Program. We appreciate being selected to participate in this second phase of the application process and welcome the opportunity to provide more details about our program and the specific goals we are confident we can accomplish with additional resources.

If you have any questions, please contact Ronald Kirby, Director of Transportation Planning for COG, at (202)962-3310 or rkirby@mwkog.org.

Thank you for your consideration of this application.

Sincerely,

**David J. Robertson
Executive Director**

Ron Kirby

From: Darren Smith
Sent: Thursday, April 12, 2007 3:15 PM
To: 'Herbert.Pegram@vdot.virginia.gov'
Cc: Ron Kirby
Subject: Electonic File of Second Submission - VA Multimodal Planning Grants Program
Attachments: MWCOG_TPB_Multimodal_Grant_Submission_2.pdf

Dear Mr. Pegram:

Please find attached an electronic copy of an informational packet with further details about the grant proposal by the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments. As you requested during our phone conversation in March, this submission is a follow-up to the Letter of Intent sent in February, with more information about the specific projects to be funded. Ten hard copies have been sent to you this afternoon via DHL. If you have any questions regarding this information, please let me know.

Thank you for the opportunity to submit this additional information about our proposal.

Darren Smith

Darren W. Smith

Department of Transportation Planning
Metropolitan Washington Council of Governments
(202) 962-3273
dsmith@mwkog.org

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

MEMORANDUM

TO: Mr. Herbert Pegram, Grant Coordinator,
Virginia Department of Transportation

FROM: Ronald F. Kirby, Director, Department of Transportation Planning,
Metropolitan Washington Council of Governments

SUBJECT: Additional Materials for Virginia Planning Grant Application

DATE: April 12, 2007

On behalf of the National Capital Region Transportation Planning Board (TPB), we sincerely appreciate the opportunity to compete for an award through the 2007 Virginia Multimodal Planning Grants program. Based on your feedback we have modified our proposal and are now requesting a total of \$160,000 in grant funding, to be used to fund eight specific requests for technical assistance received from our local jurisdiction members in Northern Virginia. These eight projects are listed below; in addition, the original application forms submitted by the member jurisdictions are included as an attachment to this memo. The TPB received these requests as part of the pilot phase of our Transportation/Land-Use Connections (TLC) Program, which provides technical assistance to TPB member jurisdictions using TPB funds. We received ten requests from Northern Virginia jurisdictions, of which only two could be funded with available resources.

Applicant Jurisdiction	Contact Agency	Project Description
City of Alexandria, VA	Transportation and Environmental Services Department	Review the Transportation Management Plan Special Use Permit Program and make recommendations on procedures and requirements
Arlington County, VA	Department of Environmental Service, Transportation Division	Create a web-based version of the Master Transportation Plan, the first step in a pilot program to unify all elements of the Comprehensive Plan
Arlington County, VA	Department of Environmental Service, Transportation Division	Develop a comprehensive survey of parking occupancy along two corridors, with recommendations for implementation and program continuity for staff
Fairfax County, VA	Department of Transportation	Develop a report on the relationship between land use and trip reduction at locations with high and medium quality bus service
Fairfax County, VA	Department of Transportation	Review land use and transportation projects approved in the past and determine improvements for future developments

City of Falls Church, VA	Planning Department	Provide visioning and streetscape design for the Washington Street Corridor
Loudoun County, VA	Town of Leesburg, Planning, Zoning, and Development Department	Review and analyze potential land use opportunities related to potential Bus Rapid Transit (BRT) connections between Leesburg and the Dulles Metro extension
City of Manassas Park, VA	City Hall	Provide site planning and development guidance for the City Core, including visualization, streetscape design, and public involvement

The TLC Program

Since the TPB submitted its Letter of Intent (LOI) to VDOT in late February, there have been several developments that allow us to provide additional details and refine our proposal. As indicated in our LOI, the TPB launched the TLC Program in Fall 2006 in an effort to provide information and technical assistance to TPB member jurisdictions in the District of Columbia, Maryland, and Virginia, seeking to improve the coordination of land use and transportation planning. The TPB authorized \$250,000 of its own funds for the TLC Program - \$150,000 to be used for program administration and the development of a web-based TLC Clearinghouse, and \$100,000 to be used to provide consultant-performed technical assistance to a handful of projects in the region. In response to a call for projects in early 2007, the TPB received 22 applications for technical assistance, including ten from TPB member jurisdictions in Northern Virginia. At its March 21, 2007, meeting, the TPB voted to fund assistance for six projects including two in Virginia. These are listed below:

- District of Columbia, Potomac Avenue Metro Station Area Scoping
- Montgomery / Prince George's Counties (MD), Langley / Takoma Parks Pedestrian Study
- St. Charles Urbanized Area (MD), Urban Roads Standards
- Fairfax County (VA), Levels of Service around Transit Oriented Development
- Prince William County (VA), Scoping Assistance for BRAC Impacts
- Public Presentation on Density Issues for use in response to applications by College Park, Greenbelt, Manassas Park, and Takoma Park, and/or other jurisdictions as requested

TPB staff has qualified a selection of consultants with expertise in a variety of subjects and is currently in the process of matching one or more consultants to each of the above projects in order to complete work on each by June 30, 2007.

Proposal for Use of Virginia Multimodal Planning Grant Funding

To review, our request is for \$160,000 to fund technical assistance provision for the eight projects listed in the above table, to be performed by our pre-qualified TLC consultants. The 10% local match would be provided by each locality based on the amount (approximately \$20,000 each) used to fund assistance for each project. TPB staff would manage consultant contracts and report on project fulfillment just as with the projects already included in the TLC

Program. Our initial LOI envisioned funding through the Virginia Multimodal Planning Grants program for additional Virginia projects that might be identified in a future call for projects by the TPB. However, we wish to accommodate the state selection committee's desire to have information on the specific projects to be funded by limiting our request as described. We hope to coordinate with you to time future TLC calls for projects in advance of any future rounds of this Virginia grant program so we may provide information about specific projects to be funded.

Benefits of the Regional TLC Program Umbrella

Obtaining additional funding will allow us to include the eight currently unfunded Northern Virginia projects identified above into our regional program, providing the local jurisdictions and you, the state grant administrators, with unique benefits. Funding these small-scale technical assistance projects via the TLC Program as opposed to on an individual basis takes advantage of the TPB's ability to manage the projects at the regional level using its own planning funds, as it is currently doing with the TLC pilot projects. The TPB is not requesting any funding through this program for administrative costs – all state funding received will go directly to technical assistance provision. There is additional value to be derived from incorporating these projects into the existing regional TLC Program, such as the sharing of lessons learned across the metropolitan area. Detailed information updating the status of these projects and summarizing the results of the technical assistance will be posted to the TLC Clearinghouse Web site, where transportation and land use planners from across the metropolitan area (and throughout the Commonwealth of Virginia) will be able to access it. These projects can also benefit from easy access to the TLC Program's list of pre-qualified consultants, which includes several of the best and most capable firms from around the Washington Region and beyond, with expertise in a variety of strategies to link transportation and land use planning.

Compliance with Virginia Procurement Procedures

As a federally-designated, multi-state Metropolitan Planning Organization, the TPB is housed within the Metropolitan Washington Council of Governments, a non-profit corporation that adheres to federal procurement procedures. There is extensive precedent for MWCOG conducting procurement under these federal procedures for the expenditure of state monies, including funding received from Virginia state agencies.

Attachments:
Applications Received by the TPB for the
8 Currently Unfunded Projects in
Virginia Jurisdictions

Northern Virginia Transportation Alliance

Fax

To: Ron Kirby	From: Bob Chase
Fax: 202-962-3201	Date: 4/13/2007
Phone: 202-962-3310	Pages: 2
Re: TPB Comments	CC:

Urgent **For Review** **Please Comment** **Please Reply** **Please Recycle**

•Comments:

Ron:

I hope you can include this letter for the TPB's public comment period for the April 18th meeting.

Bob Chase

Supporting Transportation Solutions

P.O. Box 6149, McLean, Virginia 22101 703-883-1830 FAX 703-883-1850



April 13, 2007

The Honorable Catherine Hudgins, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chairman Hudgins

RE: Tri-County Parkway Designation

A parkway linking two counties is not a tri-county parkway and should not be designated as such.

The proposed Tri-County Parkway alignment change does not result in or serve the same purpose as the historic Tri-County Parkway. It should not be referred to as such in the 2008-2013 Transportation Improvement Program or the 2007 Constrained Long Range Plan.

The Tri-County Parkway has appeared on the Fairfax, Loudoun and Prince William County comprehensive plans for nearly twenty years. Its purpose is to connect these three counties, take Route 28 northbound traffic around the cities of Manassas and Manassas Park to I-66 eastbound and provide alternate access to Washington Dulles International Airport via the Loudoun County Parkway.

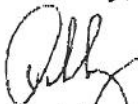
A 2005 Location Study by the Virginia Department of Transportation concluded:

"The Comprehensive Plan CBA (Candidate Build Alternative) is the best of the CBAs in meeting system and community linkage needs and satisfying social and economic demands, as well as reducing peak deficiency VMT and minimizing increases in overall VMT. It is also among the top ranked CBAs in addressing safety needs."

The Tri-County corridor continues to appear on local comprehensive plans and should remain on the CLRP with the Tri-County Parkway designation.

The West Two alternative that is before you today serves a separate and distinct travel need. It also appears on the comprehensive plans of the two counties it connects. The Alliance supports including this extension of Route 234 north and connection with a re-located Route 657 in Loudoun County in the CLRP, but *not* as the Tri-County Parkway.

Sincerely,


David M. Guernsey
Chairman

P.O. Box 6149
McLean, VA 22106-6149
tel 703-883-1830
fax 703-883-1850
www.nvta.org