



Item #5

District of Columbia
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Fairfax
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Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

MEMORANDUM

September 9, 2004

TO: Transportation Planning Board
FROM: Ronald F. Kirby *RFK*
Director, Department of
Transportation Planning
RE: Letters Sent/Received Since the July 21 TPB Meeting

The attached letters were sent/received since the July 21 TPB meeting. The letters will be reviewed under Agenda #5 of the September 15 TPB agenda.

Attachments



September 8, 2004

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Arlington County
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Manassas Park
Prince William County*

**The Honorable Don Young
Chair, House Transportation and
Infrastructure Committee
2111 Rayburn House Office
Building
Washington, DC 20515**

**The Honorable James Oberstar
Ranking Member, House
Transportation and Infrastructure
Committee
2365 Rayburn House Office Building
Washington, DC 20515**

**The Honorable James M. Inhofe
Chair, Senate Environment and
Public Works Committee
453 Russell Senate Office Building
Washington, DC 20510**

**The Honorable James Jeffords
Ranking Member, Senate Environment
and Public Works Committee
413 Dirksen Senate Office Building
Washington, DC 20510**

Re: Tolling Provisions in the Federal Transportation Bill

Dear Chairs and Ranking Members:

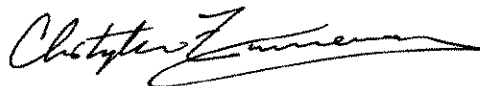
On behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, I am writing to urge your support for maximum discretion for states and local jurisdictions regarding toll road design and revenue use on the Interstate system, as provided for in the Senate version of the transportation reauthorization bill (S 1072, Section 1609) currently before the conference committee.

The Washington region continues to face significant transportation funding shortages and severe congestion. Value pricing can provide an alternative source of funding, and value pricing approaches such as High Occupancy/Toll (HOT) lanes and other types of toll roads and innovative road pricing techniques can be an effective long-term congestion management tool. For these reasons, TPB member jurisdictions are seriously considering applying value pricing to both new and existing roadways.

The TPB enthusiastically supports value pricing approaches to transportation funding and congestion management. At its July 21, 2004, meeting, the Board recognized that creative problem solving is possible only if states and local governments retain key decision-making powers. Restrictions on toll road design and revenue use on the Interstate system, as contained in HR 3550 (Section 1603), would prevent state and local communities from implementing value pricing as a congestion management tool and as an effective means to address critical funding shortfalls.

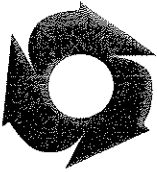
Therefore, as the conference committee works to reconcile the toll provisions of S 1072 and HR 3550 and develop a final conference bill, we urge you to provide the flexibility to state and local leaders included in the Senate bill, Section 1609. Thank you for considering the TPB's views on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Christopher Zimmerman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christopher Zimmerman
Chairman
National Capital Region Transportation Planning Board

cc: Members of the Congressional Delegation for the Washington Region



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

Trent M. Kittleman
Deputy Secretary

June 29, 2004

Mr. Ronald F. Kirby
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.
Suite 300
Washington, D.C. 20002-4290

Dear Mr. Kirby:

The Maryland Department of Transportation requests your review and concurrence of the State Highway Administration's (SHA) evaluation of several areawide projects, and a project for Calvert County. Please refer to the attached memorandum dated June 7, 2004 from SHA. If you have any specific questions about the projects, please call me at 410-865-1279.

Sincerely,

A handwritten signature in black ink, appearing to read "Fatimah Al-Amin Hasan".

Fatimah Al-Amin Hasan, AICP
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Mr. James Thompson, Assistant Division Chief, Regional and Intermodal Planning Division, Maryland State Highway Administration, Maryland Department of Transportation
Mr. Ron Spalding, Manager, Regional Planning and Programming, Office of Planning and Capital Programming, Maryland Department of Transportation



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

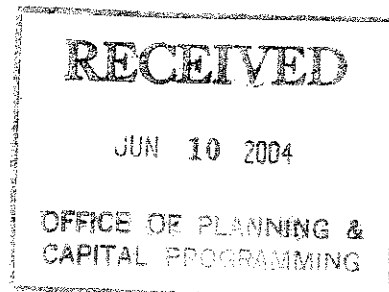
MEMORANDUM

TO: Ms. Fatimah Hasan
Office of Planning and Capital Programming
Maryland Department of Transportation

FROM: Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: June 7, 2004

SUBJECT: MWCOG
Conformity Review
Southern Maryland Projects



We have evaluated the following four projects to determine whether they are eligible as air quality conformity “neutral” projects. They are exempt from the requirement that a conformity determination be made (US EPA Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans, Programs, or Projects-Final Rule). In addition, as cited in the Final Rule, project level analyses of carbon monoxide (CO) is not required.

The projects are:

Areawide

- Variable Message Signs
- Automatic Traffic Recorders
- Pipe and Culvert Rehabilitation
- CCTV Cameras

We have also evaluated the following project to determine if it too is eligible as air quality conformity “neutral” project:

Calvert County

MD 260 (Mt. Harmony Road) Bridge Replacement

The project consists of removing/replacing the existing two lane bridge with no shoulders with a new two-lane structure with two four-foot wide shoulders


My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free



Ms. Fatimah Hasan
MWCOG Conformity Review
Page Two

This project is exempt from a regional emissions analysis (US EPA Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, or Projects-Final Rule). The need for a hot-spot CO analysis has been considered and determined not to be required. The bridge replacement project will not add roadway capacity and will improve vehicular flow and safety, thereby not increasing CO emissions.

If you need further assistance, please do not hesitate to call Mr. Gary Green at 410-545-8566.

by: 

Donald H. Sparklin
Assistant Division Chief
Project Planning Division

cc: Mr. Gary Green, SHA-PPD
Mr. Mike Nixon, MDOT
Mr. James Thompson, SHA-RIPD



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July 27, 2004

Ms. Fatimah Al-Amin Hasan, AICP
Regional Planner
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland
21076

Dear Ms. Hasan:

In your June 29, 2004 letter to me you forwarded for review and concurrence five projects in southern Maryland, of which four are areawide and the fifth is located in Calvert County, which were evaluated by the Maryland State Highway Administration (SHA) with respect to their conformity status. The projects include:

Areawide

- Variable Message Signs
- Automatic Traffic Recorders
- Pipe and Culvert Rehabilitation
- CCTV Cameras

Calvert County

- MD 260 (Mt. Harmony Road) Bridge Replacement

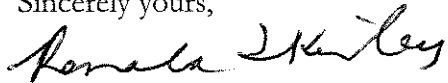
The project consists of removing / replacing the existing two lane bridge with no shoulders with a new two-lane structure with two four-foot wide shoulders.

SHA determined that the projects were either exempt from conformity or exempt from a regional emissions analysis. You requested TPB concurrence in this assessment.

Informational signs, traffic control devices, shoulder improvements, and reconstructing bridges are categories of projects which are exempt from conformity, according to Section 93.126 of the Environmental Protection Agency's August 15, 1997 transportation conformity rule.

Accordingly, we concur with SHA's assessment that there are no conformity issues with these projects.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Ronald Kirby". The signature is written in a cursive style with a large, prominent "K".

Ronald F. Kirby
Director, Department of
Transportation Planning



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Prince William County

September 9, 2004

Ms. Amy L. Horner
Sidley Austin Brown & Wood LLP
1501 K Street, NW
Washington, DC 20005

Dear Ms. Horner:

In your letter of July 26, 2004 you requested that I provide to your consultant some basic information related to the release of TPB's travel model Version 2.1D (draft #28). I am responding to each of the specific requests that you made, as follows:

- 1) Complete documentation, model setups, data inputs, and validation results for 1994, 2000, and 2030 were transmitted to your consultant, Mr. Norman Marshall on August 10, 2004. A copy of the transmittal letter to Mr. Marshall is attached.
- 2) Draft highway and transit networks, input, control, support and TP+ script files and software to run the demographic sub-models and accomplish trip generation, trip distribution, mode choice and trip assignment and an associated calibration report and users guide were transmitted to Mr. Marshall on August 10, 2004, as described in the attached transmittal letter.
- 3) Information comparing the 2.1D (draft #18) and 2.1D (draft #28) models was transmitted to Mr. Marshall on August 10, 2004, as described in the attached transmittal letter.
- 4) Notification of further modifications to the version 2.1D (draft #28) will be posted on the TPB's web-site www.mwcog.org/transportation (click on "Planning Activities", "Models & Forecasts", and "TPB's Current Model"). Updates on the TPB's modeling activities are presented at meetings of the TPB Travel Forecasting Subcommittee, which meets regularly at 9:30 am on the Friday following the third Wednesday of January, March, May, July, September, and November.

Ms. Amy Horner
September 9, 2004
Page 2

Please let me know if you have any questions or concerns regarding these responses to your requests.

Sincerely,

A handwritten signature in cursive script that reads "Ronald F. Kirby".

Ronald F. Kirby
Director, Department of
Transportation Planning

Attachment



August 10, 2004

District of Columbia
Bowie
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Frederick County
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Montgomery County
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Arlington County
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Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

Mr. Norman Marshall, President
Smart Mobility, Inc.
16 Beaver Meadow Road, #3
Norwich VT 05055

Dear Mr. Marshall:

This letter transmits the following information in response to the letter request of July 26, 2004, from Ms. Amy L. Horner of Sidley Austin Brown & Wood, LLP:

1. Draft highway and transit networks, input, control, support and TP+ script files and software to run the demographic sub-models and accomplish trip generation, trip distribution, mode choice and trip assignment using the COG/TPB Travel Forecasting Model Version 2.1D (**DRAFT # 28**), for three time periods for the simulation years of 1994, 2000 and 2030. The data are contained on a CD-R labeled "CGV21D_28X".

Please note that generic file names are used in these model runs, so it is recommended that data for each simulation year be kept in separate directories.

2. A copy of the following document:
 - a. A memorandum to the files by Ron Milone, dated July 30, 2004, titled "*Transmittal of Version 2.1D (DRAFT # 28) Model*".

If there are questions concerning these data please contact Mr. Ron Milone of my staff at (202) 962-3283.

Sincerely,

Ronald F. Kirby
Director, Department of
Transportation Planning

cc: Ms. Amy L. Horner, Sidley Austin Brown & Wood, LLP
Mr. James Hogan, COG/DTP

Mr. Norman Marshall
August 10, 2004
Page 2
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Mr. Ron Milone, COG/DTP

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