

# 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**

**December 9, 2010**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the November 17<sup>th</sup> TPB Meeting

The attached letters were sent/received since the November 17<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the December 15<sup>th</sup> TPB agenda.

Attachments



*Local governments working together for a better metropolitan region*

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

Date: November 23, 2010

To: Chief Administrative Officers and Budget Directors

Copy: Chief Executive Officials

From: David J. Robertson, Executive Director 

Subject: COG FY 2012 Work Program and Budget and Membership Assessment

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I am pleased to provide you with a copy of the Metropolitan Washington Council of Governments (COG) proposed FY 2012 Work Program and Budget (WPB) for your review. The COG Board of Directors is scheduled to take action on the FY 2012 WPB on January 12, 2011. The FY 2012 WPB covers the period July 1, 2011 through June 30, 2012.

The proposed FY 2012 WPB was prepared by COG management and reviewed by the COG Budget and Finance Committee during two meetings in October and November. The Committee approved the FY 2012 WPB for review by area Chief Administrative Officers and Budget Directors and recommended COG Board approval in January.

In recognition of the extraordinary budget challenges facing COG's 21 member local governments and the hardship these challenges will impose on the communities they serve, COG will not increase member assessments for FY 2012. This is the third consecutive year with no increase in assessments. Proposed FY 2012 membership assessments are shown on page 51.

The total COG budget will increase slightly by \$664,000 or 2.7 percent from FY 2011 to FY 2012 due to projected higher levels of grants and contracts.

COG proposes a tightly focused FY 2012 work program that includes administration of the new federal TIGER grant, updating integrated transportation and land use scenarios, implementation of Region Forward planning, outreach and Complete Communities strategies, support for regional homeland security investments, and key environmental work associated with energy efficiency, Anacostia restoration and improvements to the Chesapeake Bay.

COG's membership assessment is formulaic in nature and dues are calculated on a per capita rate basis using projected jurisdiction population approved by each Chief Administrative Officer. COG management recommended and the Committee concurred that COG should again suspend its formula assessment for FY 2012. Thus, there is no proposed increase in dues for FY 2012, even for member governments experiencing an increase in population.

In taking this action, the Budget and Finance Committee cautioned that member assessments may rise in FY 2013 if for no other reason than new population figures will be available for all COG member governments following the release of 2010 Census data.

Also, the Committee expressed general support for a request from the City of Alexandria to include the Street Smart pedestrian safety program in the COG WPB, rather than assess members on a supplemental voluntary basis as is the case now. However, the Committee concluded that this proposed action should be considered for FY 2013 when local government budgets may be more stable and allow more time to brief member governments on the effectiveness of the Street Smart program.

Approximately 12 percent of FY 2012 revenue comes from membership assessments, reflecting COG's continued success in leveraging additional federal, state and private sector and foundation grant revenue to advance COG's mission and vision.

COG member government Budget Directors are requested to contact Ray Rawlins, COG's Chief Financial Officer to confirm receipt of the budget and to identify any questions or concerns. Please contact Mr. Rawlins by December 17 so that any issues can be addressed prior to action by the COG Board on January 12.

Ray Rawlins, CFO  
Tel. 202-962-3362  
Email [rrawlins@mwkog.org](mailto:rrawlins@mwkog.org)

I may be reached at 202-962-3260 or [drobertson@mwkog.org](mailto:drobertson@mwkog.org). Your continued support is much appreciated. Thank you.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett  
County Executive

Arthur Holmes, Jr.  
Director

December 7, 2010

The Honorable David Snyder, Chairman  
National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, D.C. 20002

Dear Mr. Snyder:

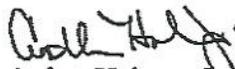
I am writing to you as a follow up to a meeting I had with Congresswoman Donna Edwards and her staff to discuss regional bike sharing and other transportation issues that Congress will face as it begins its new term. We discussed the regional TIGER II bike sharing application and how bike sharing can complement access to transit and improve livability and mobility.

Congresswoman Edwards inquired as to the reasoning behind the U.S. Department of Transportation's decision not to fund the regional bike sharing application, and specifically whether the proposal was deficient or whether bike sharing is not fundable with TIGER funding.

I could not answer Congresswoman Edwards' questions as to the viability of federal funding for bike sharing. Congresswoman Edwards recommended, and I formally request, that the Transportation Planning Board staff schedule a debriefing with the U.S. Department of Transportation to determine whether they would be receptive to another regional bike sharing application.

Thank you in advance for your support. I appreciate the leadership role the Transportation Planning Board has taken and I look forward to working together on other regional transportation projects.

Sincerely,

  
Arthur Holmes, Jr.  
Director

AH:ml

cc: Congresswoman Donna Edwards

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX  
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

# **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: Transportation Planning Board

FROM: Monica Bansal  
Department of Transportation Planning

SUBJECT: Status of Efforts to Fund Regional Expansion of Capital Bikeshare

DATE: December 8, 2010

Following the launch of SmartBike in the District of Columbia in 2008 and the recent launch of a new bike-sharing system, Capital Bikeshare, in DC and Arlington County, there has been region-wide interest in expanding bikesharing throughout the TPB region and a growing awareness that regional coordination is necessary to make regional bikesharing work.

Since 2009, TPB has been pursuing funding for large regional expansions of the Capital Bikeshare system through federal competitive funding opportunities, and more recently through private funding opportunities. This memorandum outlines the current status of these efforts by TPB staff to seek external sources of funding to expand bikesharing.

## **TIGER II**

In August, 2010, TPB staff submitted an application for a TIGER II competitive grant from the U.S. DOT Office of the Secretary for \$12.1 million, which was not selected for funding. Though disappointing, this was somewhat expected given the small amount of overall funding and TPB's success under the TIGER program in 2009. Nevertheless, TPB staff will follow up with U.S. DOT to request a debriefing on the TIGER II application. It should be noted that following the 2009 TIGER award, which did not include funding for the bikesharing portion of that application, TPB staff requested and received a short phone debriefing from DOT staff in preparation for the TIGER II application. DOT staff stated that the application was well received and there were no major issues to consider in developing the TIGER II application, but rather it was not funded because of the limited funding available.

## **Kaiser Permanente HEAL Program**

Given the understanding that TIGER II funding would be extremely competitive, TPB staff immediately began looking for alternative, private sources of funding. Staff reached out to Kaiser Permanente (KP), which partially funded the new Denver bikeshare system, and received an invitation to apply for their quarterly Healthy Eating Active Living (HEAL) grant program. Two weeks of application development time were given and an application was submitted in early October after receiving close guidance from KP staff. The proposal requested \$250K-\$500K to fund a small expansion of Capital Bikeshare. This grant proposal was not awarded; however, feedback from KP staff indicated that they are eager to continue working with TPB to fund bikesharing, which they feel resonates with the

program's mission. TPB staff will work closely with KP in January to develop an application for their February solicitation that addresses their main issues of (1) cost and (2) ability to target the low income, underserved populations with which KP is most concerned. Specific issues include alternative payment methods rather than dependence on credit card payment.

Another major issue inhibiting KP's immediate participation was cost. A relatively large grant request was made in order to ensure a small, but effective expansion; however, TPB staff is now beginning to seek multiple sponsors to potentially pool money into a larger fund for expansion.

### **Local-level Sponsorship Opportunities**

TPB is also beginning to assist local jurisdictions in finding private funders, such as developers, retailers, and major employers for more incremental expansions of bikesharing. At the October TPB meeting, Gary Erenrich, Montgomery County, expressed interest in having TPB develop materials to help local jurisdictions specifically market bikesharing to developers. Upon this direction, TPB staff solicited feedback from the TPB Bicycle and Pedestrian Subcommittee at their November meeting on the type of materials to develop and the content that would be most helpful.

Based on comments from the subcommittee, TPB staff will develop materials focused on expanding Capital Bikeshare regionally, with input from GoDCGo, the TDM arm of DDOT, to ensure consistency with the existing marketing materials and branding efforts. Specific materials include education materials for developers as part of the development review process, a design template outlining space requirements and other physical infrastructure needs, and a fact sheet on the process and requirements for joining Capital Bikeshare as a new jurisdiction.

The discussion of marketing materials with the Bicycle and Pedestrian Subcommittee raised a set of logistical and programmatic issues related to an incremental approach to expansion. At the local level, with smaller financial contributions there may be the need for a mechanism to allow for the pooling and holding of funds until a "critical mass" is reached to allow for a sufficient amount of stations to be installed. On a larger scale, there is a question of whether a formal regional process should be in place for expanding bikeshare into other jurisdictions, particularly if new locations are not directly connected to the current system. In the current process, any jurisdiction in the COG region can enter the Capital Bikeshare system based on the Arlington contract, depending on the agreement of the current contractor, Alta, to operate the system based on issues such as any potential increases in operating costs. A formalization of the process may make it easier for local jurisdictions to plan bikeshare systems according to a predictable set of criteria.

Some regional coordination issues may be worked out with an upcoming MOU currently being discussed by DC and Arlington; however, the question still remains of whether there should be a formal process of managing regional expansion of Capital Bikeshare with specifically outlined terms and conditions. The benefits of such a process would be an expansion of the system in a systematic, rational way and a transparent process giving interested jurisdictions a full understanding of how they can best participate according to well-defined criteria.



Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Beverley K. Swaim-Staley, Secretary  
Neil J. Pedersen, Administrator

Maryland Department of Transportation

**MEMORANDUM**

**TO:** Ms. Lyn Erickson  
Office of Planning and Capital Programming, MDOT

**FROM:** Mary Deitz, Chief *MD*  
Regional and Intermodal Planning Division

**DATE:** November 17, 2010

**SUBJECT:** Response to Carroll George

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This memorandum is the State Highway Administration's (SHA) response to Mr. Carroll George's letter to the National Capital Region Transportation Planning Board dated October 20, 2010.

The SHA would like to thank Mr. Carroll for his proposed ramp lane design concept. We have evaluated the proposed design and have determined that it is not an optimum solution to improve congestion and safety at ramp merge points. Although we agree that favoring ramp traffic will allow vehicles to enter the roadway without the need to slow down or look to merge, a potential safety concern is created by dropping the center lane in the middle of a highway segment. This is mainly due to driver expectancy and the speed differentials between vehicles entering from the ramps and on the freeway segments. To achieve a similar benefit, SHA prefers to drop the left most lane while adding the ramp as a new through lane to the highway segment. This is a concept that we currently consider today depending on the traffic flow condition.

Thank you again for your letter. If we may be of further assistance, please do not hesitate to contact Eric Beckett, Assistant Regional Planner, at 410-545-5666, toll-free 1-888-204-4828 or via email at [ebeckett@sha.state.md.us](mailto:ebeckett@sha.state.md.us).

cc: Mr. Eric Beckett, Assistant Regional Planner, SHA  
Ms. Mary Dietz, Chief, Regional and Intermodal Planning Division, SHA  
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Ms. Reena Mathews, Regional Planner, SHA  
Mr. Sae'd Rahwanji, Office of Traffic and Safety, SHA

My telephone number/toll-free number is 410-545-5675/1-888-204-4828  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • [www.marylandroads.com](http://www.marylandroads.com)

A NONSTOP FREEWAY VASTLY SAFER MERGE REFORM  
Statement to Greater Washington TPB 10/20/10 by Carroll George

Mr. Chairman, honorable members of the Board. My name is Carroll George, driving since 1936, career commuting by car in Baltimore, Boston, and New York metro areas, a veteran at the Battle of Okinawa, WWII.

In prior years I proposed two versions of an alternate yield merge reform that you dutifully submitted to FHWA, VDOT, AND VTRC for evaluation. From your record on that evaluation, memo dated May 10, 2005 from your Technical Task Force Chair this quote:

"The alternate yield concept merits no further consideration."

Add these two negative quotes to me directly by letter from Dr. Gary Allen, Chief, Research, Technology, and Innovation, VTRC:

1. "Drivers tend to behave selfishly, rather than seek to optimize overall system performance."
2. "Drivers generally cannot accurately judge risk to themselves or others."

I completely agree with all of the above and use Dr. Allen's description of the merge disfunctional problems to design a reform that eliminates the stopping safety hazard, even the opportunity for selfish behavior or risky actions for advantage. Prevailing speed drivers will be looking forward instead entering drivers looking behind via blind spot side mirror, providing 10 or more times the available time to evaluate and take the necessary far less evasive action like tweaking one's speed a bit to merge in behind driver just yielded to.

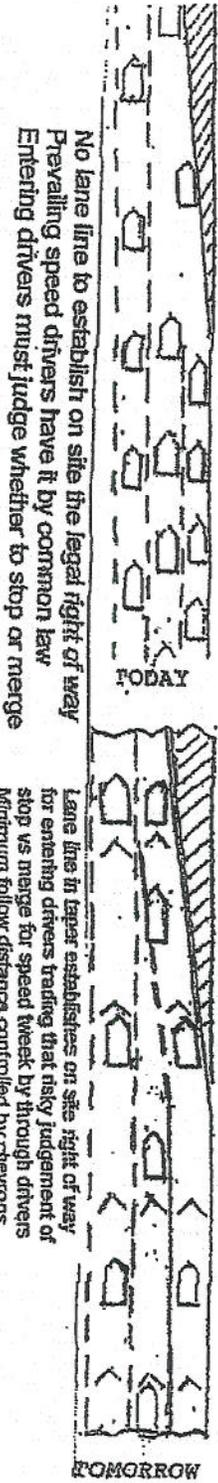
The proposal I present today is definitely not, I repeat "not, an alternate yield concept" as previously submitted and evaluated. In fact, all drivers have only one legal choice. Gone is the stressful choice by entering drivers of "shall I merge in front of faster traffic or come to an abrupt stop. Incoming drivers ending lane has been replaced by a through lane by continuing the lane line between merging lanes through the taper parallel to the outer solid lane line completely eliminating any hesitation about accelerating up to prevailing speed for the safest possible merging environment, all vehicles within close proximity at or near the same speed.

All qualified drivers should know a prevailing speed car striking a stopped one does so with 100 times the impact energy of striking one traveling 10% slower, the energy being proportional to the square of the speed difference. Qualified drivers should also know the evaluation and evasive action time is proportional directly to the speed difference, the prevailing speed vehicle not only has 10 times more evaluation time to simply, looking ahead instead of behind via blind spot side mirror, tweak one's speed to merge in behind driver just yielded to or migrate left to the next lane, all vehicles in close proximity at or near the same speed, no stopping.

The stopping hazard, that per a 2 year 4,447 accident record resulted in 85% of over 6 reported accidents per day on the Capital Beltway occurred within 1,000ft of entrance ramps, will have been vastly reduced if not eliminated. VTRC made a FRESIM analysis of the standard merge at the time of my original proposals that showed that when traffic reached the 2200vph manual designated lane capacity, when 2 lanes are merged into 1 the merge causes about a 30% drop in throughput and a 70% drop in prevailing average speeds.

A companion and I, driving side by side at 40 mph paced evening peak traffic after the last George Washington Parkway light south of Old Town Alexandria, and companions counted the lane throughputs 5 times that resulted in a repeated lane capacity without merge interference of 2891vph at 40mph, a very easy test to repeat. I also observed on I-80 at Route 15 interchange in New Jersey flow rates during the near 3 hour morning peak east were repeatedly about 40% of the 2880vph in the last 10 minutes after the downstream congestion cleared and the upstream backup traffic was free of the stopping at merge.

Perhaps the Greater Washington Transportation Board in its mission will choose to bring to the nation's commuters vast benefits quickly at normal operating costs with this



No lane line to establish on site the legal right of way  
Prevailing speed drivers have it by common law  
Entering drivers must judge whether to stop or merge

Lane line in taper establishes on site right of way  
for entering drivers trading that risky judgement of  
stop vs merge for speed tweak by through drivers  
Minimum follow distance controlled by chevrons

TODAY

TOMORROW



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

District of Columbia Division

1990 K Street, NW  
Suite 510  
Washington, DC 20006  
202-219-3570

In Reply Refer To:  
HDA-DC

December 9, 2010

The Honorable Mr. David Snyder, 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 Snyder:

The Federal Highway Administration (FHWA) has completed our review of the operational changes on I-66 amendment to the Conformity Determination for the Virginia Department of Transportation (VDOT) to the Metropolitan Washington 2009 Constrained Long-Range Plan (CLRP) and the FY 2010-2015 Transportation Improvement Program (TIP), as adopted by National Capital Region Transportation Planning Board (TPB) on October 20, 2010.

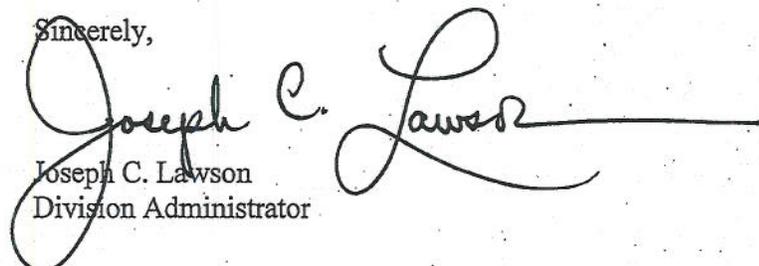
The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated December 7, 2010 for the 8-Hour Ozone, Carbon Monoxide and PM 2.5 air quality conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2009 CLRP and FY 2010-2015 MTIP. It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

We find that the 2009 CLRP and the FY 2010-2015 MTIP amended with this project conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended. The findings are based (in part) on the self-certification statement submitted by the MPO under 23 CFR 450.316(b) (1) and activities by FHWA and the State Transportation agencies in accordance with the Federal and State oversight responsibilities.



Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521.

Sincerely,

A handwritten signature in cursive script that reads "Joseph C. Lawson". The signature is written in black ink and is positioned above the printed name and title.

Joseph C. Lawson  
Division Administrator

---

Enclosure

cc: Edward Sundra, FHWA Virginia Division  
Ivan Rucker, FHWA Virginia Division



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

DEC - 7 2010

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

Dear Mr. Kehrli:

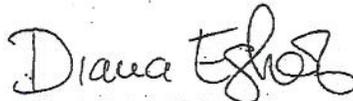
The United States Environmental Protection Agency (EPA), Region III has reviewed the October 2010 8-Hour Ozone, Carbon Monoxide and Fine Particulate Matter (PM<sub>2.5</sub>) Amended Conformity Determination for the 2009 Constrained Long-Range Plan and the Fiscal Year 2010-2015 Metropolitan Washington 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 October 28, 2010. 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 PM<sub>2.5</sub> Conformity Determination of the Amended 2009 Constrained Long-Range Plan and the FY 2010-2015 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 Ms. Marilyn Powers, Acting Associate Director, Office of Air Program Planning at (215) 814-2308 or Mr. Martin Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,



Diana Esher, Director  
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)  
Sandra Jackson (FHWA, DC)  
Howard Simons (MDOT)  
Diane Franks (MDE)  
Ron Kirby (TPB)  
Gail McFadden-Roberts (FTA)

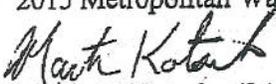
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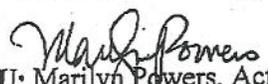
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103

November 24, 2009

**SUBJECT:** Technical Support Document for Review of the 1997 8-Hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter (PM<sub>2.5</sub>) Conformity Determinations of the Amended 2009 Constrained Long Range Plan and the Fiscal Year (FY) 2010-2015 Metropolitan Washington Transportation Improvement Program

  
**FROM:** Martin T. Kotsch, (3AP30)

**TO:** Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone, Carbon Monoxide and 1997 PM<sub>2.5</sub> Conformity Determinations of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program

  
**THRU:** Marilyn Powers, Acting Associate Director  
Office of Air Program Planning (3AP30)

The purpose of this document is to review the October 2010, 1997 8-Hour Ozone, Carbon Monoxide and 1997 PM<sub>2.5</sub> conformity determinations of the Amended 2009 Constrained Long Range Plan (CLRP) and the FY 2010-2015 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 EPA on October 28, 2010 by the District of Columbia Division of the United States Federal Highway Administration (FHWA). The amended TIP and CLRP were the result of the addition of one new regionally significant project to the previously approved TIP and CLRP.

The Metropolitan Washington D.C. Area is a moderate 8-hour nonattainment area for the 1997 ozone National Ambient Air Quality Standard (NAAQS). For the 8-hour conformity analysis for ozone, under section 93.109 of the Federal conformity rule, the existing 2008 8-hour Reasonable Further Progress Plan Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO<sub>x</sub>) emission budgets which EPA declared adequate on September 21, 2009 are applicable to the ozone conformity determinations.

Part of the planning area is also a Carbon Monoxide (CO) maintenance area with an emissions budget however the CO nonattainment area was not impacted by any of the new

projects. Therefore, no new CO conformity analysis was required.

The Metropolitan Washington D.C. Area is a nonattainment area for 1997 PM<sub>2.5</sub> annual standard. Since there are no current PM<sub>2.5</sub> budgets the TPB used its transportation model to develop the necessary vehicle miles traveled (VMT) and related emission factors to complete the conformity analysis and determination using the less than base year test.

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.

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**Evaluation of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 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) &amp; (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><b>1) Travel Demand Modeling Assumptions:</b>                      - Use of newer Version 2.2 travel demand model process.                      -New travel forecasts incorporated.</p> <p><b>2) Emissions Model Assumptions:</b>                      MOBILE6.2 modeled emissions factors were developed for years; 2010, 2020, 2030 for all pollutants.</p> <p><b>3)Emissions Factor Assumptions</b>                      -Enhanced I/M was assumed in DC, MD, VA.                      -Low emission vehicle program was modeled. (MD only)                      -No oxygenated fuels were assumed for wintertime. (all areas)                      -Tier 2 / low sulfur vehicle controls were modeled. (all areas)</p> <p><b>4) Vehicle Registration Data:</b> 2005 data for Maryland, DC and Virginia.</p> <p><b>5) Land Activity Assumptions (growth</b></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>Y</p>	<p>forecasts): In June, 2009 round 7.2a forecasts were added 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:</p> <p>-Household: 43% increase -Employment: 45% increase</p> <p>(c) Transit policies such as frequency and hours of operation were updated from the last conformity 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 Transportation Control Measures (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  Y  Y</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 implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has been used.</p> <p>(f) Appendix A of the previous conformity determination provided the key assumptions for this conformity determination. This document and its earlier drafts were developed through the interagency and public consultation process detailed in Appendix C.</p>

**Evaluation of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 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	Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the Federal Conformity Rule.
			<p><u>Interagency Consultation</u> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Department of the Environment, 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><u>Public Consultation</u> The TPB has provided opportunities for public comment on the Conformity Determination. On September 9, 2010 the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP. There were no comments relevant to air quality on the Conformity Determination.</p>

**Evaluation of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 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 and PM <sub>2.5</sub> conformity determination. 2010 is within the first 5 years of the transportation plan.
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 <sub>2.5</sub> 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, Sulfur Oxides (SOx) or Ammonia (NH <sub>3</sub> ) as precursors are a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget for VOCs, SOx or NH <sub>3</sub> as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH <sub>3</sub> as precursors are not included in the emissions analysis.

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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) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM <sub>2.5</sub> 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 5-8 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington D.C. area. These forecasts were based upon the Round 7.2a 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 A and B of the conformity determination lists the amended project 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?	N/A	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 implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has 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	On September 21, 2009, EPA declared adequate mobile emissions budgets contained in the 2008 Reasonable Further Progress Plans for Maryland, Virginia and the District of Columbia. 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><u>2008 Mobile Budget: 2010 Analysis</u></p> <p>70.8 T/D (VOC)      65.7 T/D (VOC)  159.8 T/D (NOx)    137.5 T/D (NOx)</p> <p><u>2008 Mobile Budget 2020 Analysis</u></p> <p>70.8 T/D (VOC)      40.0 T/D(VOC)  159.8 T/D (NOx)    45.4 T/D (NOx)</p> <p><u>2008 Mobile Budget 2030 Analysis</u></p> <p>70.8 T/D (VOC)      37.7 T/D(VOC)  159.8 T/D (NOx)    32.8 T/D (NOx)</p>

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**CRITERIA APPLICABLE ONLY TO THE CLRP**

93.119	<p>For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?</p>	Y	<p>There are no PM<sub>2.5</sub> 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 shown below. Under 40 CFR 93.109 (e), this interim test is permissible as the area had a 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 PM<sub>2.5</sub> non-attainment area passes the interim emissions test.</p>												
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**Evaluation of the Amended 2009 Constrained Long Range Plan and the FY 2010-2015  
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 <sub>2.5</sub> 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 <sub>3</sub> as precursors are a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget for VOCs, SOx or NH <sub>3</sub> as part of a PM <sub>2.5</sub> reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH <sub>3</sub> 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) established an approved (or adequate) budget that includes re-entrained road dust as part of a PM <sub>2.5</sub> 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 implemented. The latest information regarding TCMs and other implementation plan measures effectiveness has 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 September 21, 2009, EPA declared adequate mobile emissions budgets contained in the 2008 Reasonable Further Progress Plans for Maryland, Virginia and the District of Columbia. 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>2008 Mobile Budget:</u> <u>2010 Analysis</u></p> <p>70.8 T/D (VOC)      65.7 T/D (VOC)  159.8 T/D (NOx)    137.5 T/D (NOx)</p>
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## CONCLUSION

Pursuant to FHWA's October 28, 2010 request, EPA has reviewed the 1997 8-Hour Ozone, Carbon Monoxide and 1997 PM<sub>2.5</sub> conformity determinations for the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. EPA has determined that the Amended 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program meet the requirements of the federal conformity rule.