

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

July 13, 2006

TO: Transportation Planning Board

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

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

The attached letters were sent/received since the June 21st TPB meeting. The letters will be reviewed under Agenda #5 of the July 19th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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

July 12, 2006

The Honorable Phil Mendelson
Chairman
Metropolitan Washington Air Quality Committee
777 North Capitol Street, NE
Washington, DC 20002 – 4239

Dear Chairman Mendelson:

The National Capital Region Transportation Planning Board (TPB) is pleased to transmit to the Metropolitan Washington Air Quality Committee (MWAQC) the attached set of mobile source emissions inventories prepared for use in the development of the 8-hour ozone state air quality implementation plan (SIP). These inventories were prepared as a joint TPB / MWAQC staff effort, with MWAQC staff preparing the necessary emissions factors and TPB staff preparing the travel demand estimates and computing emissions. The data reflect latest planning assumptions, including 2005 vehicle registration data from the District of Columbia, Maryland and Virginia, which were based for the first time on the use by TPB staff of 'decoder software' applied to the vehicle identification numbers for each vehicle in the regional fleet.

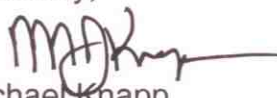
The attached table contains volatile organic compound (VOC) and nitrogen oxide (NO_x) emissions estimates for: base year 2002; 2002 and 2008 'RFP' ('reasonable further progress' estimates, which are prepared by adjusting input assumptions to exclude measures contained in the 1990 Clean Air Act Amendments); and forecasts for 2008 and 2009. TPB staff previously transmitted these results to MWAQC staff as each inventory was constructed for their use in performing calculations for base year analysis, reasonable further progress towards attainment, and assessment of attainment.

These data are being formally transmitted by the TPB to MWAQC today because, in addition to their use in progress and attainment determinations, the 2008 and 2009 estimates represent the basis for establishing new motor vehicle emissions budgets in the SIP. These new emissions budgets will, in turn, be used by the TPB in future air quality conformity determinations. According to EPA's conformity regulations the motor vehicle emissions budget represents "... that portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan.....allocated to highway and transit vehicle use and emissions." The regulations state further that

EPA will not find a submitted motor vehicle emissions budget to be adequate for transportation conformity purposes unless “The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance...” and “... is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision...”. The TPB believes that the attached 2008 and 2009 motor vehicle emissions estimates provide the basis for establishing motor vehicle emissions budgets that will comply with these EPA regulations.

The TPB looks forward to continuing the close technical and policy working relationships with MWAQC as we move forward in meeting remaining requirements for SIP planning, as we pursue our clean air objectives.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Knapp', with a long horizontal flourish extending to the right.

Michael Knapp
Chair, National Capital Region
Transportation Planning Board

Attachment

Date : July 11, 2006

8-Hour Ozone SIP

Mobile Source Emissions Inventories

(Tons/Day)

	BASE 2002		2002 RFP		2008 RFP		2008		2009	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
I Network										
Start	24.77	12.58	35.57	22.33	29.69	21.43	12.83	7.23	11.88	6.64
Running	55.26	229.04	79.94	258.29	74.03	228.49	30.71	135.55	28.62	123.21
Soak	11.26	-----	14.27	-----	15.63	-----	10.07	-----	9.71	-----
II Off-Network										
Diurnal	2.36	-----	3.65	-----	3.31	-----	1.90	-----	1.84	-----
Resting Loss	11.92	-----	15.00	-----	14.43	-----	9.03	-----	8.59	-----
Local Roads	9.33	11.16	15.19	13.04	14.25	12.67	5.11	6.99	4.75	6.38
School Buses	0.41	5.98	0.47	6.23	0.46	6.26	0.40	5.23	0.38	4.97
Transit Buses	0.38	6.43	0.57	6.46	0.45	5.75	0.22	4.42	0.23	4.52
Auto Access	1.23	1.48	1.88	1.90	1.85	2.02	0.72	0.88	0.68	0.80
Total	116.92	266.66	166.55	308.24	154.10	276.63	70.27	160.30	66.68	146.53

Note: RFP input assumptions reflect 'Reasonable Further Progress' requirements to exclude post-1990 Clean Air Act measures.

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

June 21, 2006

The Honorable Phil Mendelson
Chairman
Metropolitan Washington Air Quality Committee
777 North Capitol Street, NE
Washington, DC 20002 – 4239

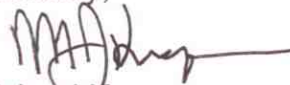
Dear Chairman Mendelson:

As you know, the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) legislation enacted on August 10, 2005 contained a number of provisions affecting transportation conformity to State Implementation Plans (SIPs) for demonstrating attainment of national air quality standards. One provision requires an action on the part of state air agencies to file a 'conformity SIP' with EPA within two years of SAFETEA-LU enactment. This conformity SIP documents consultation procedures for DOT, MPOs and other State and local agencies to assess the conformity of transportation plans, programs, and projects.

Based on briefings by MWAQC staff at the June 2006 meetings of the TPB and its Technical Committee, the TPB understands that the District of Columbia, Maryland and Virginia air management agencies have begun this process of updating existing conformity SIPs for each of the three jurisdictions, and that the agencies have targeted March 2007 as the SIP submittal date. The TPB appreciates the efforts of the state air management agencies in meeting the SAFETEA-LU requirement of updating each conformity SIP, and requests that it be provided the opportunity of reviewing the draft conformity SIP documents when they are ready.

The TPB looks forward to continuing the close technical and policy working relationships with MWAQC as we move forward in meeting our clean air objectives.

Sincerely,



Michael Knapp
Chair, National Capital Region
Transportation Planning Board

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



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

Maryland Department of Transportation

June 1, 2006

Ronald F. Kirby, Director
Department of Transportation Planning
National Capital Region Transportation Planning Board
Suite 300
777 North Capitol Street, N.E.
Washington DC 20002-4290

Dear Mr. Kirby:

Ron

Thank you for your letter offering the support of the Transportation Planning Board to the Maryland State Highway Administration (SHA) for the Integrated Corridor Management Program. This project presents an opportunity to truly mitigate recurring congestion along the Interstate 270 Corridor through multi-modal and multi-jurisdictional coordination. We appreciate your interest in safety and assure that safety is the first and foremost priority of SHA.

The SHA will continue to keep you informed regarding the status of our application with the Federal Highway Administration. We are looking forward, as always, to working with our partners in the National Capital Region.

Thank you, again, for your letter. If you have any questions or comments, please do not hesitate to contact Mr. Michael J. Zezeski, Director of the Coordinated Highway Action Response Team and Intelligent Transportation Systems Development at 410-787-5859, toll-free 800-543-2515 or via email at mzezeski@sha.state.md.us. SHA will be pleased to assist you.

Sincerely,

Neil J. Pedersen
Administrator

cc: Mr. Eguu U. Igbinosun, Manager, Intelligent Transportation Systems Development, SHA
Mr. Andrew Meese, MWCOG/NCRTPB
Mr. Steven M. Rochon, Senior Staff Engineer, SHA
Mr. Philip Tarnoff, University of Maryland
Mr. Michael J. Zezeski, Director of Coordinated Highway Action Response Team and Intelligent Transportation Systems Development, SHA

My telephone number/toll-free number is [410-545-0400](tel:410-545-0400) or [1-800-206-0770](tel:1-800-206-0770)

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Ron Kirby

From: Stewart Schwartz [stewart@smartergrowth.net]
Sent: Thursday, July 13, 2006 8:57 AM
To: Ron Kirby
Cc: John Swanson
Subject: FW: Please include VDOT letter in today's mailout



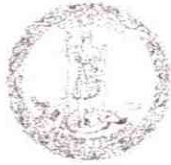
VDOT traffic study
letter.pdf ...

Ron:

Please include VDOT's traffic study letter in the TPB mailout today. To us, this demonstrates the importance of the regional analysis that you and your staff specialize in.

Thanks.

Stewart Schwartz
Coalition for Smarter Growth



COMMONWEALTH of VIRGINIA

GREGORY A. WHIRLEY
ACTING COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 12, 2006

Ms. Julie Pastor, A.I.C.P., Director
Loudoun County Department of Planning
1 Harrison Street, SE
Leesburg, VA 20175-7000

Dear Ms. Pastor:

As you know, the Virginia Department of Transportation's (VDOT) Northern Virginia District is conducting a pilot program to develop adequate internal processes and procedures to prepare for the implementation of Chapter 527 of the Acts of the 2006 General Assembly. This statute requires VDOT to develop policies and procedures to assist localities in evaluating the impacts of various local land use decisions on the state controlled transportation network.

To initiate the comprehensive plan component of this pilot program, VDOT used information provided by Loudoun County staff to examine the local and regional impacts of the proposed comprehensive plan amendments for the Upper Broad Run and Upper Foley Subareas in Loudoun County. These proposed amendments entail significant changes in land use that would have significant long-term impacts on Northern Virginia's transportation network.

The transportation analysis conducted by Loudoun examines the impact of these proposed plan amendments on roadways in Loudoun County in the immediate vicinity of the comprehensive plan amendments. The Loudoun County's analysis, however, did not examine broader regional impacts. At a minimum, we recommend that Loudoun County provide information on regional transportation impacts to Fairfax and Prince William Counties.

VDOT conducted a preliminary review of the impacts of the proposed amendments to major roadways in the general vicinity of the proposed amendments by comparing the existing vehicle counts on the roadways in 2005 with the volumes forecasted for 2025 with 28,000 additional homes in the area. We agree with your assumption that approximately 250,000 to 300,000 vehicle trips per day will be generated by the approximately 28,000 household in the sub areas.

Significantly, Loudoun County's review did not consider the impacts of these proposed amendments on several major roadways in Loudoun County outside the immediate vicinity of the amendment area, nor on major regional transportation arteries in Fairfax and Prince William Counties. Our preliminary analysis suggests the following conditions would result in 2025 from approval of the proposed amendments:

Ms. Julie Pastor
July 12, 2006
Page 2

- Route 50 at Route 28 in Fairfax County would experience over six hours of stop and go traffic conditions daily.
- Portions of Braddock Road (near Pleasant Valley Road) in Fairfax County would experience over six hours of stop and go traffic conditions daily.
- While not within VDOT jurisdiction, the Greenway would experience between two and six hours of stop and go traffic conditions daily.
- I-66 in the Vicinity of Route 29 in Prince William County would experience between two and six hours of stop and go traffic conditions daily.

Our analysis assumes the construction of all the transportation facilities included in the Constrained Long Range Plan, including the Dulles Metrorail extension, and the widening of Route 50, Braddock Road, and the Greenway.

Clearly, mitigation of these impacts to the regional transportation network would require significant additional investments.

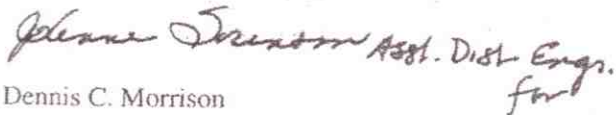
We recommend that Loudoun County conduct a more consequential analysis of the impacts of the proposed amendments on the regional transportation system, not just the comprehensive plan amendment area. We also recommend that Loudoun County work in consultation with Fairfax and Prince William Counties to consider the impacts of the proposed amendments on the regional transportation network.

We appreciate the cooperation of Loudoun County throughout this important and informative process which will help us provide relevant information regarding the transportation implications of land use decisions of similar significance in the future.

My staff is in contact with Loudoun County staff to arrange a meeting in the near future to discuss this information and lessons learned from this exercise. VDOT would be pleased to help facilitate a broader regional review of not only this proposed comprehensive plan amendment, but also future land use decisions of similar consequence.

We look forward to continued partnership.

Sincerely,

 *Dennis C. Morrison* Asst. Dist. Engr.
for

Dennis C. Morrison
District Administrator