

# 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**

**October 15, 2009**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the September 16<sup>th</sup> TPB Meeting

The attached letters were sent/received since the September 16<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the October 21<sup>st</sup> 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 TDD: (202) 962-3213

September 16, 2009

Mr. Louis E. Renjel, Jr.  
Vice President, Strategic Infrastructure Initiatives  
CSX Transportation  
500 Water Street  
15<sup>th</sup> Floor, C-900  
Jacksonville, FL 32202

Dear Mr. Renjel,

Thank you for your June 26, 2009 letter to the National Capital Region Transportation Planning Board (TPB) regarding the CSX Transportation National Gateway Initiative. The TPB recognizes the need to address projected rapid growth in freight traffic in the coming decades, and appreciates the importance of an efficient freight rail system in supporting the economies of both the Washington metropolitan area and the nation as a whole. The TPB also recognizes that CSX has extensive rail facilities in and near our region, and that our region is strategically located in the middle of economically vital East Coast corridors. Rail service helps reduce the number of trucks that would otherwise travel through our area.

The National Capital Region Transportation Planning Board (TPB) is pleased to join the Governors of Virginia and Maryland in support of the National Gateway Initiative in the upcoming Surface Transportation Authorization. We welcome the leveraging of significant private investment in this Initiative, along with potential funding from the new federal transportation authorization (recognizing that this does not include the current federal TIGER competitive grants, for which the region has identified other priorities). It is our expectation that in addition to improving freight rail movement through the region, the Initiative will accommodate increased passenger service by MARC, VRE, and Amtrak, specifically including the slots necessary to fulfill projections presented to the TPB on September 16, 2009.

The TPB notes that thirteen National Gateway projects fall within the Washington region. As this Initiative moves forward, we urge CSX to coordinate closely with TPB, MARC, Virginia Railway Express, Amtrak, the Washington Metropolitan Area Transit Authority, and state and local governments in the region to:

- ensure that local impacts are adequately addressed as these projects are developed, including noise, safety, and hazardous materials considerations; and
- continue and expand upon actions to relieve bottlenecks and conflicts between rail freight traffic and the passenger rail services provided by MARC, the Virginia Railway Express, and Amtrak.

The TPB agrees that the National Gateway Initiative will enhance the National Capital Region's ability to handle projected increases in freight traffic, reduce overall freight shipping costs, ease congestion and emissions, and minimize highway and road maintenance costs and delays. We look forward to working with CSX as the Initiative advances.

Sincerely,

A handwritten signature in cursive script, reading "Charles A. Jenkins".

Charles Jenkins  
Chairman  
National Capital Region  
Transportation Planning Board

cc:

Joseph Boardman, President and Chief Executive Officer, Amtrak  
Pierce Homer, Secretary, Virginia Department of Transportation  
Gabe Klein, Director, District Department of Transportation  
Ray LaHood, Secretary, U.S. Department of Transportation  
Beverly Swaim-Staley, Secretary, Maryland Department of Transportation  
Paul Wiedefeld, Administrator, Maryland Transit Administration  
Dale Zehner, Chief Executive Officer, Virginia Railway Express



Norfolk Southern Corporation  
Government Relations  
One Constitution Avenue, N.E. Suite 300  
Washington, DC 20002  
202/675-8200  
202/675-8210 Fax

*Darrell L. Wilson*  
*Assistant Vice President*

October 2, 2009

Charles Jenkins  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E.  
Suite 300  
Washington, DC 20002

Dear Chairman Jenkins:

Americans depend upon a seamless, integrated surface transportation system to support the demands of a 21<sup>st</sup> century economy. The very transportation network which in the past has supported the free flow of people and goods throughout the country, however, is threatening to collapse after years of deferred infrastructure spending, growing passenger and freight volumes, and only modest capacity expansions.

The Crescent Corridor Intermodal Freight Project offers an innovative freight solution that makes better use of existing transportation infrastructure assets by diverting long-haul commercial trucks traveling between the Northeast and South along Interstates 20, 40, 59, 75, 76, 77, 78, 81, 85, and 95 to rail. The inherent strengths and efficiencies of long-haul train movements (including reducing highway congestion and shipping costs as well as improving air quality and fuel consumption standards) helps to explain why intermodal rail comprises an 80 percent market share of long-haul freight movements between Los Angeles and Chicago and a 50 percent market share between Chicago and New York. The Crescent Corridor is the last remaining undeveloped intermodal rail corridor in the country, comprising less than a 10% market share along most segments.

With only modest terminal capacity and rail route enhancements, though, this 2,500-mile intermodal rail network—the most direct intermodal rail route between the Northeast and South—has the potential to annually divert more than 1.3 million trucks off eastern U.S. interstates, including 200,000 from I-95 in the Washington metropolitan area. According to findings from Cambridge Systematics, a nationally respected transportation consulting firm used by the Federal Highway Administration and many state

departments of transportation, including Maryland, the Crescent Corridor will at full development deliver the following annual public benefits throughout the eastern U.S.:

- \$575 million in congestion savings,
- 169 million gallons in fuel savings
- \$146 million in accident avoidance savings
- \$326 million in tax benefits created
- 1.9 million fewer tons of carbon dioxide emissions
- \$92 million in highway maintenance savings

These substantial public benefits are the reason why the Governors from Alabama, Mississippi, Pennsylvania, Tennessee, Virginia, and West Virginia as well as 32 members from the U.S. House of Representatives, 12 members from the U.S. Senate, 12 metropolitan planning organizations (including, for example, the Hagerstown/Eastern Panhandle MPO and Delaware Valley Regional Planning Commission), and nearly 100 businesses, nonprofit organizations, and local and state government officials have submitted letters of support endorsing the Crescent Corridor and requesting federal assistance to help realize those public benefits.

More specifically for the Washington metropolitan region, and in addition to the 200,000 long-haul commercial trucks diverted off I-95 in the region, Crescent Corridor improvements between Manassas and Haymarket on the Norfolk Southern (NS) rail line will enable the Virginia Railway Express (VRE) to expand current service and create new commuter service from Haymarket to Manassas and on to Washington, DC. The local governments and VRE expect this section of the metropolitan area will see tremendous population growth and view expanded commuter rail as an opportunity to reduce congestion on roads already suffering under the strain of traffic gridlock, which threatens the region's economic health. These improvements will help encourage more commuters to switch from their private automobiles to passenger rail. This cooperative effort between NS and VRE strengthens an already successful partnership. Historically, expanded commuter rail and new stations produce strong economic activity and encourage smart-growth development adjacent to the rail lines. This has been the case with the New Jersey Transit Trenton-Camden, which is also shared with freight rail.

Additionally, Amtrak, Virginia, and NS recently inaugurated new Amtrak passenger service from Lynchburg, Virginia to Washington on the NS Crescent Corridor mainline. This is a new round trip service designed to attract commuters driving to DC and other parts of Northern Virginia. Crescent Corridor improvements, here again, permit expansion of capacity on existing NS right-of-way for new passenger service.

The Honorable Charles Jenkins

October 2, 2009

Page 3

In light of both the freight and passenger benefits the Crescent Corridor Intermodal Freight Project will deliver to the greater Washington metropolitan area, the Project's proponents, including NS, respectfully request the National Capital Region Transportation Planning Board submit a letter of support to Secretary LaHood acknowledging the public benefits the Crescent Corridor is expected to deliver when fully developed both within the Capital Region as well as throughout the nation, while also encouraging the Secretary to provide full and fair funding consideration of the Crescent Corridor towards current and future grant programs.

On behalf of the Crescent Corridor's many supporters, I wish to thank you for your consideration. Please let me know if I can be of further assistance and I would be happy to discuss with you and the Board.

Very truly yours,

A handwritten signature in black ink, appearing to read "Darrell L. Wilson". The signature is written in a cursive, flowing style.

Darrell L. Wilson  
Assistant Vice President



## Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Board of Supervisors

1 Harrison Street, S.E., 5<sup>th</sup> Floor, MSC #1, Leesburg, VA 20175

Telephone (703) 777-0204 • Fax (703) 777-0421 • email: [bos@loudoun.gov](mailto:bos@loudoun.gov)

October 1, 2009

Faisal Hameed  
District Department of Transportation  
TPPA, 2000 14<sup>th</sup> Street, NW, 7<sup>th</sup> Floor  
Washington, DC 20009

Dear Mr. Hameed:

The purpose of this letter is to submit Loudoun County's comments on the K Street Transitway project's environmental assessment (EA), which has been released for public comment for 30 days.

The County is pleased to see that efforts are underway to develop this transit link through the heart of the District. In concert with other improvements as identified by the National Capital Region Transportation Planning Board (TPB) in its application for funding of Priority Bus Transit through the Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program, this project has the potential to greatly expand the attractiveness of transit in the region and further reduce dependence on single-occupancy vehicles.

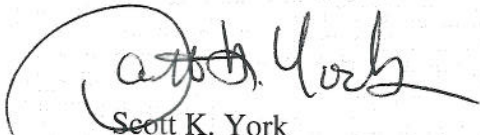
As noted in the TPB's TIGER grant application for Priority Bus Transit, the K Street corridor "is the centerpiece of the priority bus network because of its immense regional significance as a major transit corridor, circulating people within the regional core and connecting commuters to downtown jobs." The application further states that the corridor "moves remarkable amounts of workers by providing runningway for over 20 WMATA and commuter bus routes." Included among these commuter bus routes are those operated by Loudoun's "Loudoun County Transit" which transports approximately 1,750 passengers per day into the downtown core, with a majority of those passengers alighting on K Street. These buses currently operate at full capacity, and experience additional demand over and above that which can be accommodated.


Given the regional significance of the K Street corridor with respect to bus transit, particularly for Loudoun, the County strongly encourages the District to ensure that the K Street Transitway project will safely accommodate all forms of bus transit, including Loudoun's commuter buses. Should commuter buses be excluded from the Transitway, it would effectively give priority to certain portions of the transit-riding community, and would run counter to the spirit of the vision for priority bus transit in the National Capital Region as outlined in the TPB's TIGER grant

application. Loudoun County believes that the success of the K Street Transitway project depends on its ability to enhance the transit experience for all users in the region.

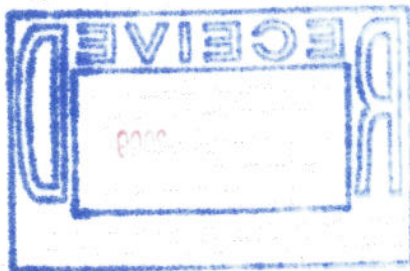
As the District contemplates the various alternatives identified in the EA, Loudoun County respectfully requests that the above comments be given due consideration. The County appreciates this opportunity to provide feedback on the K Street Transitway project and looks forward to continuing to work in partnership with the District and the TPB to further improve the transportation system in the National Capital Region.

Sincerely,

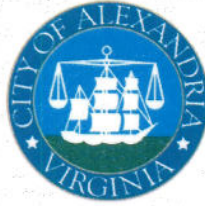
  
Scott K. York  
Chairman

  
Lori Waters  
Broad Run District Supervisor  
TPB Representative

Cc: Charles Jenkins, TPB Chairman  
Phil Mendelson  
Yvette Alexander  
Muriel Bowser  
Gabe Klein  
Harriet Tregoning  
Ron Kirby







**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES  
P.O. Box 178 – City Hall  
Alexandria, Virginia 22313**

**alexandriava.gov**

**703-746-4025**

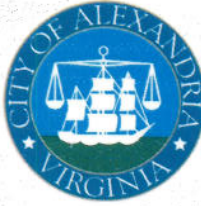
September 14 , 2009

Chairman Charles Jenkins  
National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

Dear Chairman Jenkins:

The City of Alexandria is pleased to join the National Capital Region Transportation Planning Board (TPB) as a joint applicant for discretionary grant funds available through the American Recovery and Reinvestment Act of 2009 and to be awarded by the U.S. Department of Transportation (DOT) through the *Grants for Transportation Investment Generating Economic Recovery (TIGER)* program. As a joint applicant and owner of components of the project, the City of Alexandria supports this application, understands the obligation this role confers upon us, and will cooperate at all levels in carrying out the activities to be supported by the TIGER Discretionary Grant.

The Route 1 Transitway Project and the Van-Dorn-Pentagon BRT improvements that are proposed to be implemented by the City of Alexandria through this grant application may be subject to the provisions of the National Environmental Policy Act of 1969, as amended (NEPA). To date, NEPA analysis has occurred for the Route 1 Corridor in Alexandria and Arlington County. This analysis was completed for two segments in Arlington County which were awarded a Categorical Exclusion. At the time of that the determination was made, a determination needed to be made by Alexandria whether an exclusive transitway would be in the median or in curb-side lanes. This decision has been made and the City is about to initiate an analysis to acquire a categorical exclusion for our portion of the project. The improvements called for in the Van Dorn-Pentagon project have not been subject to NEPA analyses yet, but will be performed in accordance with TIGER grant directives. This project is also believed to meet documented criteria to be classified as a categorical exclusion (CE) in accordance with the regulations of the respective DOT Modal Administration. Those projects not classified as a CE will be subject to an




Environmental Assessment (EA) or Environmental Impact Statement (EIS), as appropriate. Regardless of the appropriate level of NEPA review to be performed, the City of Alexandria will complete all such reviews and prepare corresponding CEs, Findings of No Significant Impact, or Records of Decision in time for project implementation and completion by February 17, 2012, in accordance with the requirements of the TIGER grant.

As project owner, the City of Alexandria certifies it will comply with all wage rate requirements and other applicable provisions of the United States Code, Subchapter IV of Chapter 31 of Title 40.

As part of project implementation, the City of Alexandria will comply with all applicable Federal, State and local permitting requirements. Since most of the improvements will occur within the City's dedicated right-of-way, we should not require permits to be issued for most of the improvements. Nevertheless, as with all capital construction projects in the City of Alexandria, all applicable Federal, State and local permits will be identified and obtained in accordance with our standard construction management procedures.

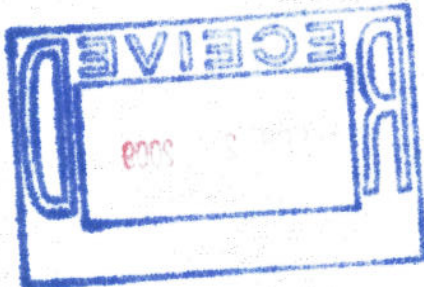
We look forward to partnering with TPB in this exciting effort.

Sincerely,



*for* Richard J. Baier, PE  
Director, T&ES

Cc: James K. Hartmann, City Manager  
Mark Jinks, Deputy City Manager  
Bernie Caton, Legislative Director  
James Maslanka, Chief of Transit Services  
Malik Williams, Fiscal Officer/Grants Coordinator





September 18, 2009

Ronald Kirby  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Re: Columbia Pike Transit Initiative—NEPA Documentation

Dear Ronald Kirby:

On behalf of Arlington and Fairfax Counties, and in cooperation with the Federal Transit Administration (FTA), the Washington Metropolitan Area Transit Authority (WMATA), is preparing an environmental document in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, for proposed transit improvements in Arlington and Fairfax Counties, VA. The proposed project, known as the Columbia Pike Transit Initiative, would extend along Columbia Pike (Route 244) from the Skyline complex in Fairfax County to Pentagon City in Arlington County, as described and depicted in the enclosures. This NEPA documentation continues the local alternatives analysis of 2005 and prepares the project for possible Federal funding.

The proposed transit improvements will support local travel along Columbia Pike and facilitate connections to the regional transit system. Columbia Pike is a busy thoroughfare in Northern Virginia that is experiencing rapid commercial and residential growth due to its proximity to Washington, D.C. In recent years several high-density, mixed-use development projects have been initiated along the corridor, increasing the already heavy demand for existing transit services. Furthermore, this segment of Columbia Pike links regional attractions including the Pentagon, Pentagon City, Bailey's Crossroads, and the Skyline complex.

The project team, which is comprised of Arlington County, Fairfax County and WMATA, requests that you review the enclosed documents, study the project at its web site, [www.piketransit.com](http://www.piketransit.com), identify significant environmental issues for analysis and suggest reasonable alternatives for evaluation. The team greatly appreciates your input on this study and will be issuing an invitation to a November 2009 project information and agency coordination meeting.

Please note that Arlington County is advancing a parallel planning and NEPA documentation effort to address multimodal improvements of Columbia Pike in cooperation with the Federal Highway Administration (FHWA) and the Virginia Department of Transportation. While the



Columbia Pike Multimodal Project and the Columbia Pike Transit Initiative Project share much of the same study area, they are separate projects. The two projects will work cooperatively to share relevant information.

Should you need further information or have any questions, please contact us at (202) 962-1114, [jdittmeier@wmata.com](mailto:jdittmeier@wmata.com), or [rmcelhennysmith@wmata.com](mailto:rmcelhennysmith@wmata.com). Please send your written input to:

Robin McElhenny-Smith, Deputy Project Manager  
Washington Metropolitan Area Transit Authority  
600 5th Street, NW  
Room 5B-26  
Washington, DC 20001

Sincerely,

A handwritten signature in blue ink that reads "John M. Dittmeier".

John Dittmeier  
WMATA Project Manager, Columbia Pike Transit Initiative

A handwritten signature in blue ink that reads "Robin McElhenny-Smith".

Robin McElhenny-Smith  
WMATA Deputy Project Manager, Columbia Pike Transit Initiative

Enclosures



## Project Description and Fact Sheet

The current phase of the Columbia Pike Transit Initiative includes environmental documentation and preliminary engineering for proposed transit improvements extending five miles along Columbia Pike between Bailey's Crossroads/Skyline area in Fairfax County and Pentagon City in Arlington County, Virginia. This documentation continues the local alternatives analysis of 2005 and prepares the project for possible Federal funding.

The Columbia Pike Transit Initiative is one element of a decade-long effort by Arlington and Fairfax Counties to accommodate growing demand for transit service along this quickly redeveloping urban corridor. Citizens, planners, and community leaders have expressed desire for a modern, higher capacity transit system that supports expected levels of ridership and reinforces the "Main Street" environment envisioned for Columbia Pike.

### Demographic Characteristics

- Population: 67,000 residents after growth of 10,000 between 1990 and 2000.  
85,000 residents by 2030.
- Employment: 73,000 jobs within the study area.  
100,000 jobs by 2030.

### Transit Characteristics

- 15,000 weekday corridor ridership (WMATA and Arlington Transit (ART) bus services).
- Significant ridership increase with expanded PikeRide bus service.
- Transit and walk/bike trips are 25 to 30 percent of all corridor trips.
- Current PikeRide: branded service, some limited stop service, and signal priority on some routes.
- Future PikeRide: expanded signal priority and passenger information, plus "Super Stops".

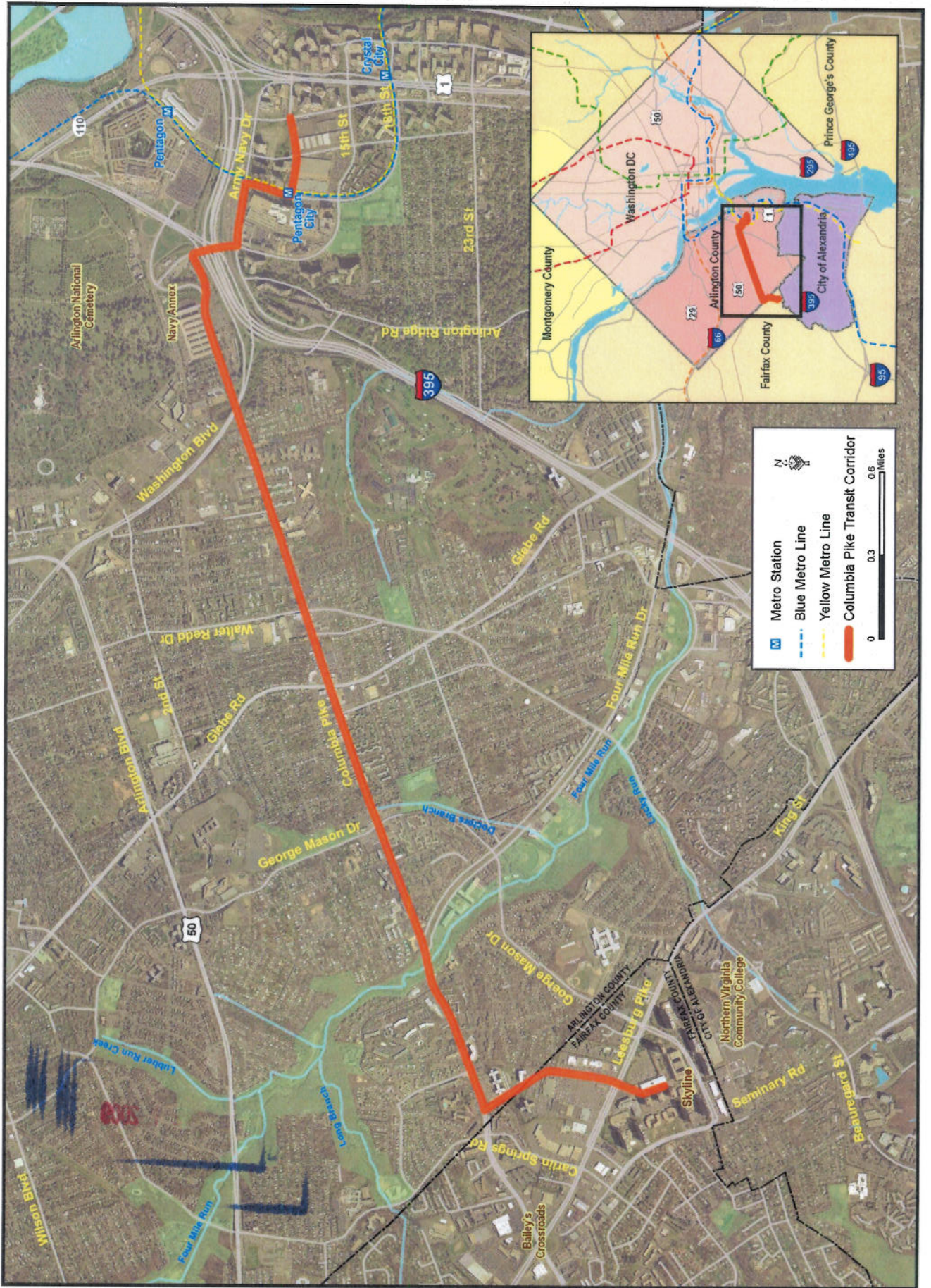
### Proposed Improvements

The environmental documentation will evaluate the alternatives of no build, enhanced bus, and streetcar. As proposed, the transit improvements are expected to have the following features:

- Transit would generally operate in shared traffic lanes within existing streets.
- Stations/stops with improved shelters, passenger amenities, and real-time information.
- Fare pre-payment and integration with WMATA's SmartTrip system.
- Operations: six-minute all-day service supplemented by transit bus during peak hours.
- One primary vehicle storage and maintenance facility at the western end of corridor.

Conditions along the corridor are very urban with a mix of commercial and residential land uses. Most of the corridor has been disturbed over the years to make way for the various developments that exist. Very little natural environment exists with the exception of designated recreation areas, landscaped areas, and Four Mile Run and Doctor's Branch. The Columbia Pike Corridor is shown in the attached map. Please visit the project web site, [www.piketransit.com](http://www.piketransit.com), for more information.

# Columbia Pike Transit Initiative COLUMBIA PIKE CORRIDOR



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



Transportation Policy & Planning Administration

September 10, 2009

Mr. Ron Kirby  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

RE: Scoping Process for the Klingle Valley Trail Environmental Assessment

Dear Mr. Kirby:

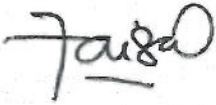
The Federal Highway Administration (FHWA) and the District Department of Transportation (DDOT) in cooperation with the National Park Service are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) for a proposed multi-use trail on the currently 0.7 mile closed portion of Klingle Road, between Porter Street, NW and Cortland Place, NW (see attached location map). The project will also include the assessment of historic resources in accordance with Section 106 of the National Historic Preservation Act. The proposed trail will be located in the existing DDOT right-of-way and will essentially be parallel to Klingle Creek, a tributary to Rock Creek. Klingle Road has been closed to vehicular traffic since 1991 due to severe deterioration of the roadway, headwalls and underlying stormwater management system. Elements of this EA will include documentation of the purpose and need, identification of sensitive environmental resources, development of context sensitive alternatives, evaluation of impacts to cultural, natural, and socio-economic resources, agency/stakeholder coordination, and public involvement.

At this early stage, DDOT is focused on identifying important environmental and cultural issues; developing project concepts for trail design; and identifying any other concerns regarding the proposed project. We request your assistance in identifying any known environmental or cultural resources or any new, changing, or current environmental regulations that is under your agencies purview, which may be of concern to your agency. Your input will allow us to comprehensively address all potential impacts as the process moves forward.

A meeting to start the Agency Scoping process has been scheduled for 2:00PM to 4:00PM on September 10, 2009 at the District Office of Planning, 4<sup>th</sup> Floor Conference Room in the Reeves Center. The Reeves Center is located on 2000 14<sup>th</sup> Street, NW, Washington, DC 20009.

If you have any questions, please feel free to contact the Project Manager, Austina Casey at 202-671-0494 or by email to [austina.casey@dc.gov](mailto:austina.casey@dc.gov). Please mail your scoping comments within 30 days from the date on this letter to our consultant team via John Wisner, c/o Greenhorne & O'Mara, 810 Gleneagles Court, Suite 106 Baltimore, MD 21286 or by email to [jwisner@g-and-o.com](mailto:jwisner@g-and-o.com).

Respectfully,

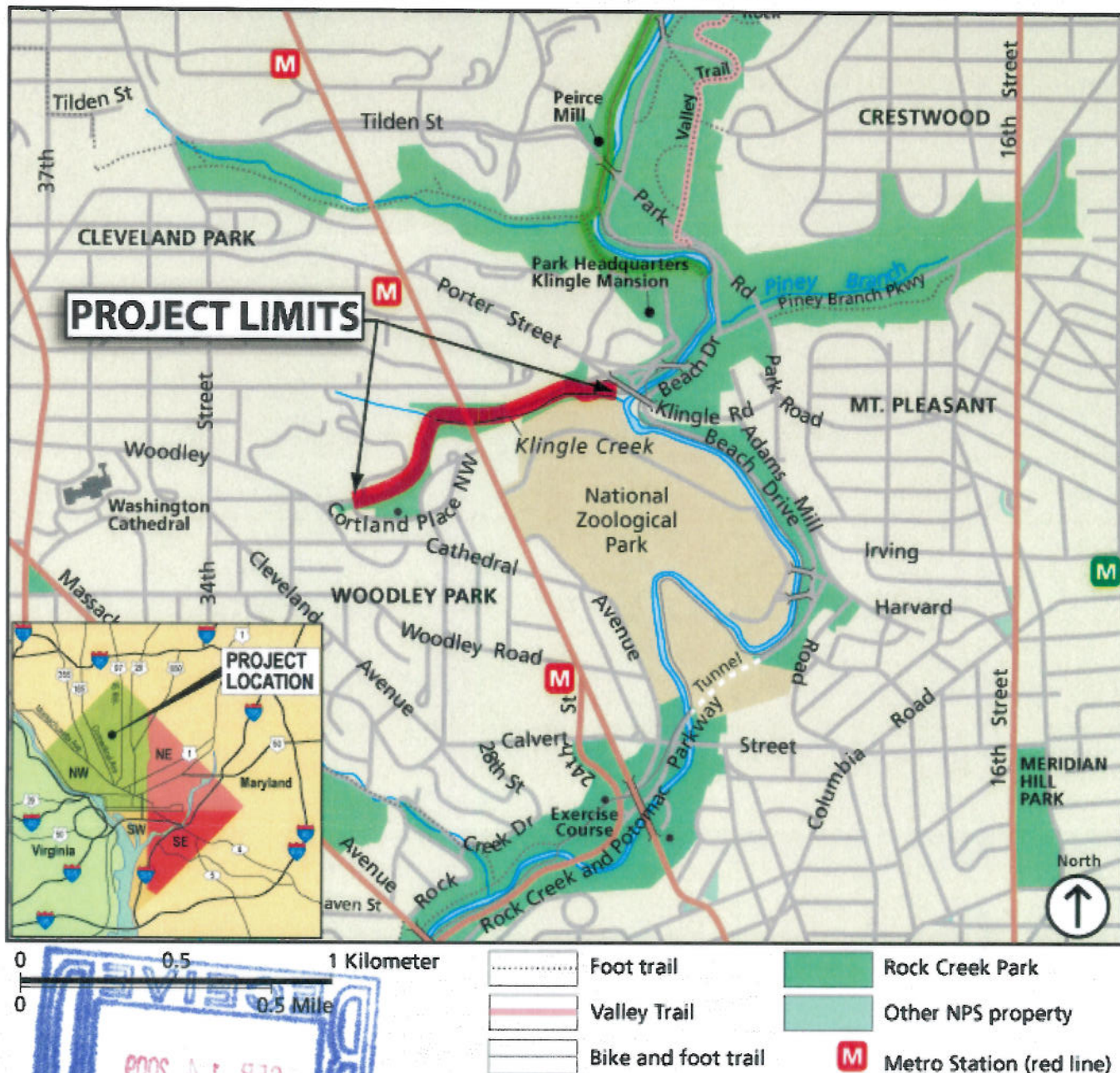
A handwritten signature in black ink, appearing to read "Faisal Hameed". The signature is written in a cursive style with a horizontal line under the name.

Faisal Hameed  
Program Manager, Project Development & Environment

cc. Michael Hicks, Environmental Manager, FHWA



## Klinge Valley Trail Environmental Assessment Project Location Map



RECEIVED  
 SEP 14 2008



*Local governments working together for a better metropolitan region*

September 29, 2009

John Catoe  
General Manager  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, D.C. 20001-2693

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

Dear Mr. Catoe:

I would like to acknowledge WMATA's generous support of the National Capital Region Transportation Planning Board's "Street Smart" Pedestrian and Bicycle Safety Campaign. WMATA's financial contribution of \$150,000 accounted for one fifth of the total FY 2009 budget of \$708,000. WMATA ran \$151,000 in paid transit advertising for the Street Smart campaign, and was extremely helpful in terms of running pro bono transit advertising when space was available. WMATA staff contributed heavily to the campaign creation process, including the message, "Cross after the Bus Leaves the Stop".

A pre- and post-campaign survey of 300 area motorists shows that the public is hearing and remembering the Street Smart messages. The proportion of the area motorists recognizing the message "Cross After the Bus Leaves the Stop" rose from 23% to 33%. The motorist survey almost certainly understates the increase in awareness of the bus message among transit riders.

Accordingly, I am now asking that you consider either renewing or increasing WMATA's contribution of \$150,000 for FY 2010 (Fall 2009 and Spring 2010). The Street Smart campaign has been a good value in terms of increasing public awareness of the campaign messages, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. WMATA has become closely associated with the Street Smart campaign, both through press coverage and the use of transit advertising. Much of the advertising is specifically aimed at Metrobus riders.

The original basis for the \$150,000 contribution was that WMATA had been running approximately that much advertising for Street Smart on a paid basis, and it was suggested that WMATA might run some or all of that advertising pro bono. Contractually it was easier for WMATA to provide cash and then be paid for advertising, which is what was done in FY 2009.

For funds to be available for the Fall 2009 campaign, funding commitment letters should be sent to Ron Kirby at the address below by October 10, 2009.

Should you have any questions about the campaign or the requested voluntary contribution, please contact Ron Kirby at [rkirby@mwkog.org](mailto:rkirby@mwkog.org) or (202) 962-3310. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,

Charles Jenkins, Chair  
National Capital Region Transportation Planning Board

cc: Shiva Pant, Chief of Staff  
Alexa Dupigny-Samuels, Chief Safety Officer  
Sara Wilson, AGM Corporate Strategy & Communications  
Nat Bottigheimer, AGM Planning & Joint Development

777 North Capitol Street, N.E. Suite 300 Washington, D.C. 20002-4290  
Telephone (202) 962-3200 Fax (202) 962-3201 TDD (202) 962-3213 Website: [www.mwcog.org](http://www.mwcog.org)



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

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

SEP 30 2009

Dear Mr. Kehrli:

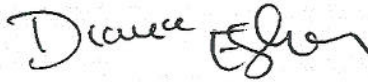
The United States Environmental Protection Agency (EPA), Region III has reviewed the 8-Hour Ozone, Carbon Monoxide and PM<sub>2.5</sub> Conformity Determination for the 2009 Constrained Long-Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on August 11, 2009. 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 "A Technical Support Document for Review of the 8-Hour Ozone, Carbon Monoxide and PM<sub>2.5</sub> Conformity Determination of the 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 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,



Diana Esher, Director  
Air Protection Division

Enclosure

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



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

September 23, 2009

**SUBJECT:** Technical Support Document for Review of the 8-Hour Ozone, Carbon Monoxide and PM2.5 Conformity Determinations of the 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program

**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 2009 Constrained Long Range Plan and the FY 2010-2015 Metropolitan Washington Transportation Improvement Program

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

The purpose of this document is to review the July 2009 air quality 8-Hour Ozone, Carbon Monoxide and PM2.5 conformity determinations of the 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 Environmental Protection Agency (EPA) on August 11, 2009 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 2009 Constrained Long Range Plan and the FY2010-2015 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 except CO which was modeled for 2010, 2020 and 2030.</p> <p><b>3)Emissions Factor Assumptions</b>                      -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><b>4) Vehicle Registration Data:</b> 2005 data for Maryland, DC and Virginia</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><b>5) Land Activity Assumptions (growth forecasts):</b>  In April, 2009 Round 7.2 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) 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 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 A-7 of Appendix A.</p>
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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><u>Interagency Consultation</u> 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><u>Public Consultation</u> The TPB has provided opportunities for public comment on the Conformity Determination. On June 11, 2009 the TPB released for public comment for 30 days, the draft air conformity analysis for the TIP and CLRP for thirty days. There were no comments relevant to air quality on the Conformity Determination.</p>

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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.
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

**Evaluation of the 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program**

**CRITERIA APPLICABLE ONLY TO THE CLR P**

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 20-21 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington D.C. area. These forecasts were based upon the Round 7.1 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 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> <p><u>2005 Mobile Budget:</u>    <u>2010 Analysis</u></p> <table data-bbox="873 869 1289 951"> <tr> <td>97.4 T/D (VOC)</td> <td>67.6 T/D (VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>142.0 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>718.7 T/D (CO)</td> </tr> </table> <p><u>2005 Mobile Budget</u>    <u>2020 Analysis</u></p> <table data-bbox="873 1024 1289 1106"> <tr> <td>97.4 T/D (VOC)</td> <td>41.4 T/D(VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>47.3 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>585.6 T/D (CO)</td> </tr> </table> <p><u>2005 Mobile Budget</u>    <u>2030 Analysis</u></p> <table data-bbox="873 1180 1289 1262"> <tr> <td>97.4 T/D (VOC)</td> <td>39.1 T/D(VOC)</td> </tr> <tr> <td>234.7 T/D (NOx)</td> <td>34.3 T/D (NOx)</td> </tr> <tr> <td>1671.5 T/D (CO)</td> <td>599.1T/D (CO)</td> </tr> </table>	97.4 T/D (VOC)	67.6 T/D (VOC)	234.7 T/D (NOx)	142.0 T/D (NOx)	1671.5 T/D (CO)	718.7 T/D (CO)	97.4 T/D (VOC)	41.4 T/D(VOC)	234.7 T/D (NOx)	47.3 T/D (NOx)	1671.5 T/D (CO)	585.6 T/D (CO)	97.4 T/D (VOC)	39.1 T/D(VOC)	234.7 T/D (NOx)	34.3 T/D (NOx)	1671.5 T/D (CO)	599.1T/D (CO)
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**CRITERIA APPLICABLE ONLY TO THE CLRP**

93.119	<p>For areas without emission budgets:</p> <p>Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?</p>	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 border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2010 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">1030 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100000 tpy (NOx)</td> <td style="text-align: center;">48000 tpy (NOx)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2020 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">710 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100000 tpy (NOx)</td> <td style="text-align: center;">16000 tpy (NOx)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="text-align: center;"><u>2002 Base Year</u></td> <td style="text-align: center;"><u>2030 Analysis</u></td> </tr> <tr> <td style="text-align: center;">1693 tpy (Direct PM)</td> <td style="text-align: center;">719 tpy (Direct PM)</td> </tr> <tr> <td style="text-align: center;">100000 tpy (NOx)</td> <td style="text-align: center;">12000 tpy (NOx)</td> </tr> </table>	<u>2002 Base Year</u>	<u>2010 Analysis</u>	1693 tpy (Direct PM)	1030 tpy (Direct PM)	100000 tpy (NOx)	48000 tpy (NOx)			<u>2002 Base Year</u>	<u>2020 Analysis</u>	1693 tpy (Direct PM)	710 tpy (Direct PM)	100000 tpy (NOx)	16000 tpy (NOx)			<u>2002 Base Year</u>	<u>2030 Analysis</u>	1693 tpy (Direct PM)	719 tpy (Direct PM)	100000 tpy (NOx)	12000 tpy (NOx)
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**Evaluation of the 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program**

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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
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**CONCLUSION**

Pursuant to FHWA’s August 11, 2009 request, we have reviewed the 8-Hour Ozone, Carbon Monoxide and PM2.5 conformity determinations for the 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. We have determined that the 2009 Constrained Long Range Plan and the FY2010-2015 Metropolitan Washington Transportation Improvement Program meet the requirements of the federal conformity rule.