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

March 16, 2011

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the February 16th TPB Meeting

The attached letters were sent/received since the January 19th TPB meeting. The letters will be reviewed under Agenda #5 of the March 16th TPB agenda.

Attachments

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

March 15, 2011

The Honorable Sean Connaughton
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street, Third Floor
Richmond, Virginia 23219

Subject: Transmittal of NVTA's FY 2012 to FY 2017 CMAQ and RSTP Recommendations

Dear Secretary Connaughton:

Attached are the Northern Virginia Transportation Authority's FY 2012 to FY 2017 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) projects. The Authority approved the list of FY 2012 projects on November 18, 2011. On February 3, 2011, the Authority delegated submission of the FY 2013 to FY 2017 CMAQ/RSTP projects list to its Jurisdiction and Agency Coordinating Committee to meet VDOT's deadline for submission of these projects. The Authority will officially act on the FY 2013 to FY 2017 project list at its meeting on April 14, 2011. These projects were developed in concert with the local jurisdictions and regional transportation agencies, and they demonstrate continued regional cooperation and planning regarding transportation matters in Northern Virginia.

In developing the overall program, projects submitted by our local jurisdictions and regional transportation agencies were screened for merit using factors such as funding eligibility, contribution to emissions reductions, support of the Transportation Planning Board's "Vision Plan," and consistency with local comprehensive plans and TransAction 2030. The overall program provides a sound balance between highway and transit projects. Please incorporate these recommended projects into your preparation of the Six Year Program.

If you have any questions, please call me at (703) 877-5663. Thank you for your assistance.

Sincerely,

Tom Biesiadny, Chairman
Jurisdiction and Agency Coordinating Committee

Attachments: a/s

Cc: Members, Northern Virginia Transportation Authority
J. Douglas Koelemay, Northern Virginia District, Commonwealth Transportation Board
Gregory A. Whirley, Sr., VDOT Commissioner
Thelma Drake, Director, VDRPT
Reta Busher, Chief of Planning and Programming, VDOT
Garrett Moore, Administrator, Northern Virginia District, VDOT
Ron Kirby, Transportation Planning Board
Marsha Fiol, VDOT (TMPD)
Michael Estes, P.E., Local Assistance Division, VDOT
Diane Mitchell, Programming Division, VDOT
Renee Hamilton, VDOT (NoVA)
Bill Cuttler, P.E., VDOT (NoVA)

CMAQ/RSTP Allocations for Northern Virginia - March 9, 2011

Final Allocation	FY11 Reserve	FY12	FY13	FY14	FY15	FY16	FY17	Totals
CMAQ NoVA	$2,549,798	$20,720,000	$22,024,675	$22,546,565	$22,996,479	$23,454,710	$23,921,409	$138,213,636
CMAQ Match NoVA	$637,450	$5,180,000	$5,506,169	$5,636,641	$5,749,120	$5,863,678	$5,980,352	$34,553,410
CMAQ Total	$3,187,248	$25,900,000	$27,530,844	$28,183,206	$28,745,599	$29,318,388	$29,901,761	$172,767,046
RSTP NoVA	$3,354,955	$28,177,600	$30,503,911	$31,067,729	$31,641,968	$32,228,821	$32,822,484	$189,795,468
RSTP Match NoVA	$838,739	$7,044,400	$7,625,978	$7,766,932	$7,910,492	$8,056,705	$8,205,621	$47,448,867
Total	$4,193,694	$35,222,000	$38,129,889	$38,834,661	$39,552,460	$40,283,526	$41,028,105	$237,244,335
Regional Combined Total	$7,380,942	$61,122,000	$65,660,733	$67,017,867	$68,298,059	$69,601,914	$70,929,866	$410,011,381

FY 2012 - 2017 Proposed Strawman

CMAQ	FY 2011 Reserve Proposed Amount ($000)	FY 2012 Proposed Amount ($000)	FY 2013 Proposed Amount ($000)	FY 2014 Proposed Amount ($000)	FY 2015 Proposed Amount ($000)	FY 2016 Proposed Amount ($000)	FY 2017 Proposed Amount ($000)	FY 2013 - 2017 Proposed Amount ($000)
Regional Projects								
Commuter Connections Operations Center	$0	$170	$185	$194	$203	$209	$212	$1,173
Metropolitan Area Transportation Operations Coordination (MATOC)	$0	$100	$100	$100	$100	$100	$100	$600
Clean Air Partners	$0	$150	$150	$150	$150	$150	$150	$900
I-66 Active Traffic Management Initiative	$0	$0	$5,400	$0	$0	$0	$0	$5,400
Commuter Assistance and Transportation Demand Management Projects								
Commuter Services Program (ACCS) - Arlington	$0	$4,200	$4,305	$4,413	$4,523	$4,636	$4,752	$26,829
Countywide Transit Stores - Fairfax County	$0	$450	$500	$500	$500	$500	$500	$2,950
PRTC Commuter Assistance Program	$0	$300	$300	$300	$300	$300	$300	$1,800
Transportation Demand Management - Alexandria	$0	$400	$0	$0	$0	$0	$0	$400
Bus Replacement								
DASH Bus Replacement	$0	$0	$1,950	$2,500	$2,050	$2,100	$2,870	$11,470
PRTC Commuter Bus Replacements (45 ft. Buses)	$0	$2,000	$0	$0	$0	$2,000	$500	$4,500
WMATA Virginia Metrobus Replacement	$3,187	$4,800	$1,613	$4,800	$4,800	$4,800	$4,800	$26,800
Transit Infrastructure Improvements								
Braddock Road Metro Multimodal Connections	$0	$0	$0	$250	$900	$0	$0	$1,150
Columbia Pike Streetcar Project (also see project below)	$0	$0	$5,000	$2,511	$4,932	$2,656	$5,099	$20,198
Springfield Multimodal Transportation Hub	$0	$0	$1,068	$4,500	$2,000	$7,444	$6,161	$21,173
Leesburg Supplemental Park & Ride (300 spaces)	$0	$0	$1,500	$1,500	$2,500	$0	$0	$5,500
Dulles North Transit Center Canopy	$0	$0	$1,068	$0	$0	$0	$0	$1,068
Broadlands South Park & Ride Lot Lease	$0	$0	$75	$75	$75	$77	$79	$381
Lowe's Island Park & Ride Lot Lease	$0	$0	$27	$28	$29	$30	$31	$145
PRTC Western Facility	$0	$0	$0	$1,000	$1,000	$0	$900	$2,900
Telegraph Road Park and Ride Lot in Prince William County	$0	$0	$500	$500	$0	$0	$0	$1,000
VRE Lorton Platforms	$0	$0	$2,000	$2,000	$1,500	$1,920	$500	$7,920
VRE Rippon Platforms	$0	$0	$0	$0	$2,100	$2,000	$2,000	$6,100
VRE Rolling Road Platform Extension	$0	$2,000	$0	$0	$0	$0	$0	$2,000
Preliminary Engineering of Exclusive Transitway Improvements - Alexandria	$0	$240	$0	$0	$0	$0	$0	$240
I-66/Vienna Metrorail Accessibility & Capacity Improvements	$0	$4,505	$0	$0	$0	$0	$0	$4,505
Traffic Signal and Intersection Projects								
Traffic Signal Optimization - Arlington	$0	$0	$0	$400	$0	$0	$450	$850
Traffic Signal Improvements - Manassas	$0	$0	$270	$315	$410	$0	$0	$995
Traffic Signal Reconstruction, Sidewalks to Metrorail - Vienna	$0	$335	$335	$335	$335	$330	$330	$2,000
Incident Management Corridor Intersections Improvement Project - City of Fairfax	$0	$186	$0	$0	$0	$0	$0	$186
Bicycle and Pedestrian Projects								
Bicycle Sharing Initiative	$0	$243	$400	$0	$0	$0	$0	$643
W&OD Trail Crossing Improvements (Bridge Overpass at Crestview Road)	$0	$0	$225	$250	$275	$0	$0	$750
Glenkirk Road Sidewalk Project	$0	$1,000	$500	$1,500	$0	$0	$0	$3,000
I-495 HOT Lanes Bike and Pedestrian Connectivity Improvements	$0	$4,500	$0	$0	$0	$0	$0	$4,500
Hybrid Vehicles								
Purchase Hybrid/Alternative Fuel Vehicles in Manassas	$0	$121	$60	$62	$64	$65	$68	$441
City of Fairfax - Hybrid Boom Truck	$0	$200	$0	$0	$0	$0	$0	$200
	$3,187	$25,900	$27,531	$28,183	$28,746	$29,318	$29,902	$172,767

RSTP	FY 2011 Reserve Proposed Amount ($000)	FY 2012 Proposed Amount ($000)	FY 2013 Proposed Amount ($000)	FY 2014 Proposed Amount ($000)	FY 2015 Proposed Amount ($000)	FY 2016 Proposed Amount ($000)	FY 2017 Proposed Amount ($000)	FY 2013 - 2017 Proposed Amount ($000)
Major Infrastructure Improvements								
Restore FY 2011 Funding - Route 1/Route 123 Interchange	$0	$1,674	$0	$0	$0	$0	$0	$1,674
Repaving of Various Streets in the City of Fairfax	$0	$0	$850	$750	$0	$0	$0	$1,600
Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements)	$0	$4,450	$6,000	$6,500	$0	$0	$0	$16,950
Tysons Corner Roadway Improvements	$0	$0	$4,000	$3,569	$3,000	$7,000	$5,000	$22,569
Columbia Pike Streetcar Project (also see project above)	$0	$0	$0	$2,489	$3,318	$7,344	$1,384	$14,535
Rolling Road Loop Ramp	$0	$1,000	$3,000	$5,000	$5,000	$0	$0	$14,000
East Elden Street Widening & Improvements	$0	$0	$293	$1,000	$1,066	$0	$0	$2,359
Route 1 North in Prince William County	$0	$0	$4,403	$0	$9,393	$4,625	$16,750	$35,171
Route 7 Truck Climbing Lane	$2,476	$5,028	$0	$1,980	$980	$0	$0	$10,464
Route 15 (South King Street) Widening	$0	$2,000	$2,000	$2,000	$2,000	$769	$0	$8,769
Route 28 Widening Project in Manassas	$0	$700	$940	$1,160	$1,100	$700	$0	$4,600
Route 28 Widening-from Linton Hall Rd to Fitzwater Drive	$1,718	$6,100	$3,282	$0	$0	$0	$0	$11,100
Route 50 Widening - Poland Road to Route 28	$0	$0	$2,400	$3,050	$1,650	$0	$0	$7,100
Purcell Road Widening	$0	$300	$0	$0	$0	$0	$0	$300
Lexington Drive Overpass	$0	$0	$1,000	$1,000	$2,545	$7,821	$7,969	$20,335
Prince William Parkway @ Hillandale	$0	$0	$1,006	$1,272	$3,500	$0	$0	$5,778
Intersection Improvements								
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	$0	$750	$0	$0	$0	$0	$0	$750
Fuller Road/Route 1 Improvements	$0	$1,000	$0	$0	$0	$0	$0	$1,000
Piper Lane/Route 28 Intersection Improvement	$0	$1,100	$0	$0	$0	$0	$0	$1,100
Transit Vehicles								
DASH Bus Acquisition	$0	$1,300	$0	$0	$0	$0	$0	$1,300
Transportation System Management								
Transportation System Management & Communications Plant Upgrade	$0	$0	$1,000	$700	$700	$700	$700	$3,800
Transportation System Management & Operations - Arlington	$0	$160	$0	$0	$0	$0	$0	$160
Traffic Signal at Chain Bridge Road and Fairfax County Judicial Center	$0	$0	$20	$230	$0	$0	$0	$250
Visual Messaging Boards in Manassas	$0	$0	$0	$210	$0	$0	$0	$210
Bicycle, Pedestrian and Spot Improvement Projects								
Bicycle Parking at Major Metro Stops - Alexandria	$0	$380	$0	$0	$0	$25	$225	$630
Bike Racks on Buses - Alexandria	$0	$180	$0	$0	$0	$0	$0	$180
Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	$0	$500	$0	$0	$0	$0	$0	$500
Critical Sidewalk Construction - City of Fairfax	$0	$300	$0	$0	$0	$0	$0	$300
Rebuilding the Mt. Vernon Trail Parallel to E. Abingdon Drive	$0	$0	$50	$450	$0	$0	$0	$500
Dumfries Multimodal Enhancements	$0	$0	$236	$0	$0	$0	$0	$236
Roberts Road Sidewalk Improvements	$0	$0	$50	$175	$0	$0	$0	$225
Tysons Metrorail Access Improvements	$0	$4,000	$3,000	$3,000	$2,000	$5,000	$4,000	$21,000
Reston Metrorail Access Group (RMAG) Recommendations	$0	$4,000	$3,000	$3,000	$2,000	$5,000	$4,000	$21,000
Pedestrian, Bicycle and Traffic Calming Improvements in Falls Church	$0	$300	$300	$300	$300	$300	$300	$1,800
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	$0	$0	$600	$0	$0	$0	$0	$600
Commuter Assistance and Transportation Demand Management Projects								
Alexandria Transit Store	$0	$0	$0	$500	$0	$500	$0	$1,000
Alexandria Transit Analysis Study	$0	$0	$0	$0	$500	$0	$0	$500
Transportation Demand Management - Alexandria	$0	$0	$700	$500	$500	$500	$700	$2,900
	$4,194	$35,222	$38,130	$38,835	$39,552	$40,284	$41,028	$235,571
	$7,381	$61,122	$65,661	$67,018	$68,298	$69,602	$70,930	$408,338

03/14/11

COALITION FOR SMARTER GROWTH

February 16, 2011

Testimony to the Transportation Planning Board

What follows is a summary of my remarks made at the TPB meeting today:

1) 95/395 HOT Lanes: We call for a full Environmental Impact Statement to consider the full range of alternatives including both termini that have been proposed and independent HOV, Bus and VRE alternatives with links to better land use. We should not be making multi-billion decisions or turn over public land to private companies for 75 years without a thorough understanding of the alternatives, costs/benefits and impacts.

2) HB1998 and HB1999: These bills sponsored by the Northern Virginia Transportation Alliance lobbying group are now in the Virginia Senate. They reject all that the TPB and the Northern Virginia Transportation Authority have worked toward and the balanced way they are addressing our regional transportation challenges. These bills would make highway widening the top priority over other solutions – no matter the impact on communities.

3) Governor's Transportation Bill: We oppose this bill because it would harm Northern Virginia and the region. It sends $1.5 billion to private contractors along with low interest 2-3% loans, and would send all this money outside the formulas costing the region funding for transit, primary, secondary and urban roads. The package also doesn't address maintenance and would spend only 11.5 % on transit, despite the 14.7 percent minimum requirement for the VA Transportation Trust Fund and the 20 percent (plus 4.3 percent for freight/passenger rail) in the HB3202 bill approved in 2007.

4) CLRP/Air Quality Amends: Aside from the 95/395 HOT lanes concerns discussed above, we recommend that I-66 from Gainesville to Haymarket be limited to one new HOV lane instead of both an HOV and General Purpose lane, because the GP lane will undermine the HOV.

5) The Governor's WMATA task force: Currently the study process excludes effective participation by local elected officials and the public. We urge inclusion of these groups.

6) Freight Study: We urge you to reject the TPB freight study because it presumes that Dulles Airport is a huge source of our freight traffic volumes and that serving the airport would require widening nearly every highway in the region. This report and thinking threatens to end-run and override the comprehensive land use and transit priority approaches that undergird "Region Forward" and the "What Would it Take" scenario and land use portion of the "Aspirations" scenario.

Sincerely,

Stewart Schwartz
Executive Director

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

SHARON BULOVA
CHAIRMAN

February 10, 2011

The Honorable Sean T. Connaughton
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street, Third Floor
Richmond, Virginia 23219

Reference: I-95 High Occupancy Toll Lanes Project

Thank you for your letter of February 2, 2011, regarding the I-95 High Occupancy Toll (HOT) Lanes project. The Fairfax County Board of Supervisors discussed the revised project on February 8, 2011. The Board welcomes your efforts to break loose a financially viable project that can be constructed in the near-term that will address major impending congestion issues. Our Board is supportive of the proposal, in concept. However, a number of issues previously expressed by the Board on March 30, 2009, and transmitted to the Commonwealth in a letter dated April 13, 2009 (attached), still need to be addressed. The Board authorized me to send you the following comments:

1. The Board is encouraged that the Commonwealth has developed a proposal to proceed with the I-95 HOT Lanes project; however, the Board is interested in seeing more specific details on the public's financial share of the project, the park-and-ride locations and the proposed transit service.
2. The Board is pleased that this option retains the connection to the Beltway HOT Lanes Project. This connection is important to ensuring that transit service can effectively access Tysons Corner.
3. The Board is also encouraged that the Commonwealth has committed to provide a direct HOV ramp to Seminary Road to assist buses and carpoolers in accessing the Mark Center. The Board supports construction of this ramp as expeditiously as possible.
4. Although the Board previously opposed terminating the I-95 HOT Lanes project at the Beltway, time is of the essence in terms of finding ways for non-single occupant vehicles to access the Mark Center. There is no other proposal that will provide equal or greater benefits to traffic accessing the BRAC133 site in the near term.
5. The Board encourages the Commonwealth and Arlington County to resolve the pending litigation, so that the I-395 portion of the project can be constructed expeditiously. *(Subsequent to the Board's action, Arlington County withdrew its lawsuit.)*
6. The Board seeks your commitment that the Commonwealth will work with the County to address traffic issues on primary and secondary roads in the County that result from ending the project at the Beltway and to address other issues previously outlined in the April 13, 2009, letter (attached).

If you have any questions or would like to discuss the Board's comments in my detail, please call me at (703) 324-2321.

Sincerely,

Sharon Bulova
Chairman

Attachment

cc: Members, Fairfax County Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant County Executive
Katharine D. Ichter, Director, Department of Transportation
Muriel Bowser, Chairman, National Capital Region Transportation Planning Board
Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 13, 2009

Mr. Morteza Salehi
District Administrator
Virginia Department of Transportation
14685 Avion Parkway
Chantilly, VA 20151-1104

Subject: Comments on Design Plans for the I-95/395 High Occupancy Toll (HOT) Lanes Project (Mason, Lee, and Mount Vernon Districts)

Dear Mr. Salehi:

I am writing you at the request of the Fairfax County Board of Supervisors to provide comments to you regarding the design plans for constructing the I-95/395 High Occupancy Toll Lanes. The Board reviewed this matter at their March 30, 2009 meeting and expressed concerns and provided comments regarding the project. For your information, I have listed staff recommendations as presented to the Board and the comments made at the March 30th board meeting.

Staff Recommendations:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). The County wants to ensure in particular that areas of known existing stormwater management concern and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.

Fairfax County Department of Transportation
12055 Government Center Parkway, Suite 1034
Fairfax, VA 22035-5500
Phone: (703) 324-1100 TTY: (703) 324-1102
Fax: (703) 324 1450
www.fairfaxcounty.gov/fcdot

FCDOT
Serving Fairfax County for 25 Years and More

- In order to reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95/I-395 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties rather than at project cost.

  NOTE: The Board asked that this comment be emphasized and highlighted-see additional Board comments below.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this arrangement continues at its current levels.
- The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (HOV) lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
- Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.
- In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal so that residents are not left without sound protection for long periods of time.
- Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, Lincolnia Community Park, and Brighton Square to protect the public parks and the communities.
- Provide a suitable pedestrian bridge at Franconia-Springfield Parkway (F-S Parkway). The project should either provide a separate pedestrian bridge that is functional and has no conflict with the traffic or change the alignment of the pedestrian bridge to follow the alignment of the F-S Parkway and to have the bridge tie into the Metro/Parkway trail located east of I-95. In addition to tying into the trail, the bridge should also provide an at-grade tie-in at the location that is currently shown on the plans.
- Coordinate plans for the location of the 3,000 park-and-ride spaces throughout the corridor with Fairfax County Department of Transportation (FCDOT) Transit Services

Division and Transportation Planning Division. As part of this commitment, construct at least 450 park-and-ride spaces in the Springfield/Lorton area to serve the HOT lanes.

- Coordinate with FCDOT Transit Services Division and VDOT's Bus Rapid Transit (BRT) study to determine the best provision of transit in the corridor.
- Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor in order to ensure they can adequately and safely accommodate buses.
- Coordinate with FCDOT Transit Services Division and other transit operators using the I-95/395 HOV lanes to address safety concerns raised by the limited number of refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.
- The project should provide a detailed plan for the emergency pull-outs and how these pull-outs impact the flow of traffic.
- Provide traffic mitigation during the construction phase and provide traffic management measures where neighborhoods are impacted by diverted traffic.
- When traffic is displaced as a result of the construction, develop traffic mitigation plans in accordance with the guidelines for temporary traffic management during construction adopted by the Fairfax County Board of Supervisors on September 22, 2008.
- Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.
- Consider additional options for public transportation during construction.
- In identifying construction staging areas, work closely with the affected communities.
- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.

The Board had the following additional comments for consideration:

- Additional information is needed on transit and a report is due back to the Board at the upcoming Board Transportation Committee meeting on April 20. Transit improvements in the corridor should be coordinated with FCDOT Transit Services Division and VDOT's Bus Rapid Transit (BRT) study to ensure the best use of transit in the corridor.
- **The Board requested emphasizing the comment that the developer of Mark Center should bear the cost of constructing direct access from I-95/395 HOT lanes to/from the BRAC facilities. This access is critical to Mason District and to the County due to potential traffic impacts.**
- The narrow shoulder widths along the corridor should be reevaluated and the safety issues of these constrained areas are to be addressed for both transit and auto users.
- The Board emphasized the importance of further review of sound walls and expressed hope that lessons learned from the Beltway HOT Lanes project would benefit this project.

- It is important to integrate this project with the Beltway HOT Lanes project for a seamless system so that people can get from Woodbridge to Tysons and other destinations.

Attached for your information is a copy of the Board item that was presented on March 30, 2009.

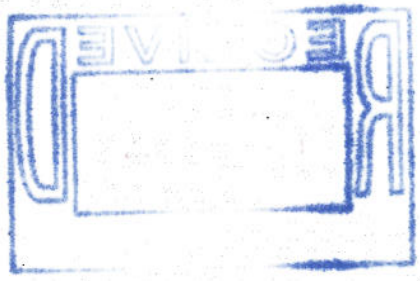
I look forward to working with your Department to address these concerns. Please feel free to contact me or Seyed Nabavi at 703-877-5759 if additional information is needed.

Sincerely,

Katharine D. Ichter, P.E.
Director, Department of Transportation

Attachment

cc: Members, Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant Fairfax County Executive
Ronaldo T. Nicholson, Regional Transportation Program Director, VDOT
Ellen Gallagher, Chief, Capital Projects and Operations Division, FCDOT
Karyn Moreland, Chief, Capital Projects Section, FCDOT
Tom Biesiadny, Chief Coordination and Funding Division, FCDOT
Randy White, Senior Transportation Planner, FCDOT
Seyed Nabavi, Senior Transportation Planner, FCDOT



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

February 1, 2011

1200 New Jersey Avenue, SE
Washington, D.C. 20590

In Reply Refer To:
HEPP

Mr. L. Mark Dudenhefer
Chairman
Stafford County Board of Supervisors
P.O. Box 339
Stafford, VA 22555-0339

Dear Mr. Dudenhefer:

Thank you for your letter to Federal Highway Administrator Victor M. Mendez regarding Regional Surface Transportation Program funding attributable to northern Stafford County. I have been asked to reply. I believe that you are referring to Surface Transportation Program (STP) funds attributable to the Washington-Maryland-Virginia Transportation Management Area (TMA). I appreciate the opportunity to clarify our requirements on attributable funding.

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) receives a small amount of the STP funds attributable to the TMA because a small portion of the TMA in northern Stafford County crosses into FAMPO's planning area boundary. We do not require that those funds be spent in the overlapping area of Stafford County. The funds may be spent in this small portion or, as is the case at present, anywhere in the FAMPO planning area. In either case, we strongly encourage FAMPO and the National Capital Region Transportation Planning Board to develop an agreement with the affected MPOs describing the use of suballocated funds.

I encourage you to work with the Fredericksburg Area Metropolitan Planning Organization to discuss any concerns you may have on the content or administration of this agreement.

Sincerely yours,

Gloria M. Shepherd
Associate Administrator for Planning,
Environment, and Realty

RECOVERY.GOV

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

March 9, 2011

The Honorable Muriel Bowser
Chairman, National Capital Region
Transportation Planning Board
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairman Bowser:

The Transportation Planning Board's (TPB) resolution TPB R12-2009, approved on March 18, 2009, requires that the Virginia Department of Transportation (VDOT) provide the TPB the scope and schedule for a study to address the long-term needs of the I-66 corridor inside the Beltway. I am pleased to provide the attached scope for the information of the TPB members. Our current plan is to advertise a request for consultant proposals towards the end of March, evaluate the proposals received and select a consultant in April, and begin the study in late April or early May of this year. We anticipate having a draft study report towards the end of 2011, and the final study report towards the middle of 2012. We will gladly share those reports with the TPB.

Sincerely,

Garrett W. Moore, P.E.
District Administrator

Attachment

I-66 (Inside) Multi-modal Study Scope

March 4, 2011

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) seeks consultant assistance in identifying and evaluating a range of individual options that help address the present and long-term (up to 2040) mobility needs of the I-66 corridor, specifically the portion of the corridor from the Capital Beltway (I-495) east to the Virginia / District of Columbia border. The goal is to identify a range of current and visionary multi-modal and corridor management solutions (operational, transit, bike and pedestrian, in addition to highway improvements) that can be implemented to reduce highway and transit congestion and improve overall mobility within the corridor and along major arterial roadways and bus routes within the study area.

The study will examine a wide range of options including bus (local, express, Bus Rapid Transit [BRT]), Metrorail, transportation demand management (TDM), High Occupancy Vehicle (HOV), High Occupancy Toll (HOT), congestion pricing, managed lanes, active traffic management, bicycle and pedestrian corridor access and facility improvements, and highway improvements. Changes in occupancy level for HOV, changes to time of day of HOV, tolling, variable priced tolling, integrated corridor management measures, additional HOV lanes, HOT lanes, and additional general purpose lanes are options that will also be examined.

Existing studies, surveys, collected data and analyses will be used whenever possible. In particular, the study will build on the I-66 Transit / TDM Study completed by the Virginia Department of Rail and Transportation (DRPT) in 2009 and the Idea-66 Inside the Beltway Feasibility Study completed jointly by VDOT and the Federal Highway Administration (FHWA) in 2005. The Metropolitan Washington Council of Governments' (MWCOG) Version 2.3 travel demand model and regionally adopted land use forecasts (Round 8.0) will be used to project travel demand in the corridor and on major arterials.

The study will undertake objective technical analyses that address both demand and operational considerations. Results of the analyses of the various options will be displayed in a series of maps and other output to clearly show the effect of various options on levels of congestion and other evaluation criteria. Planning level implementation costs for each examined option will be developed, and

anticipated benefits will be reported with other performance evaluation criteria. The study will also identify potential ways to fund any options found to be feasible and beneficial that may be pursued.

PURPOSE

The Virginia Department of Transportation (VDOT) seeks expressions of interest from consulting firms who wish to assist VDOT and the Virginia Department of Rail and Public Transportation (DRPT) in conducting a study to address the mobility needs for the I-66 corridor between the Capital Beltway (I-495) and the District of Columbia boundary. The I-66 corridor is a major route used extensively by people traveling to employment centers in Fairfax County, Arlington County, or the District of Columbia. Based on travel time data, the segment inside the Beltway is experiencing increasing congestion. VDOT and DRPT seek to identify feasible transportation solutions to reduce congestion and improve overall mobility in the corridor and along arterial roadways serving the corridor. The general study area boundaries (to be refined at the start of the study) will be the District of Columbia (Potomac River) on the east, VA 244 (Columbia Pike) on the south, I-495 on the west, and VA 123 (Dolley Madison Boulevard / Chain Bridge Road) on the north. Facilities to be specifically examined will include, at a minimum, I-66 (both directions), Metrorail's Orange Line, arterial highways, bike and pedestrian trails, and bus routes on the study area highways. Study findings will recommend operational, transit, bike and pedestrian, and highway improvements for the near term (2012 – 2020) and long term (beyond 2020 up to 2040).

SCOPE

The study will identify and examine a wide range of potential complimentary and mutually supporting multi-modal transportation improvement options in the I-66 corridor including the following:

- bus service (local, express)
- Bus Rapid Transit (BRT), including potential locations for in-line or ramp stations
- bus-only lanes and bus technology improvements
- a corridor bus transfer center or hub to serve existing or proposed bus lines
- changes in Metrorail service including addition of a third or fourth Metrorail track
- impacts and opportunities due to implementation of the Metrorail "Silver Line" including expansion in the Dulles Corridor and proposed improvements to the East Falls Church Metrorail station area

- transportation demand management (TDM) measures as explored in the I-66 Transit / TDM Study
- integrated corridor management measures, including real-time parking information
- expanded use of active traffic management / ITS (intelligent transportation system) measures including real-time traffic and transit information and traffic signal coordination
- Shoulder use during weekday peak travel periods as explored in the I-66 Transit / TDM Study
- High Occupancy Vehicle (HOV) considerations, including changes to the HOV occupancy level, additional HOV lanes, the impact on congestion of current exemptions to HOV restrictions (hybrid vehicles, Dulles Airport traffic, and law enforcement vehicles) and changes to the time of day that HOV restrictions are in effect
- High Occupancy / Toll (HOT) lanes or conversion of I-66 inside the Beltway to a HOT lane facility
- roadway improvements (eastbound as well as westbound), including operational improvements or additional general purpose lanes
- tolling or variably priced tolling (congestion pricing)
- managed lanes
- trends in accident data and improvements to improve safety / incident management
- the existing bicycle and pedestrian trail network and areas for improvement (improved bike / pedestrian access to transit service, additional or enhanced bike parking needs, suggested locations for inter-modal transfer centers, and improved connectivity with / continuity of the Washington & Old Dominion Trail [W&OD Trail])
- bikesharing programs
- adaptive ramp metering
- proposals suggested by the study's Participating Agency representatives.

Existing studies, surveys, and analyses will be used whenever possible, especially the data and analyses on transit and TDMs in the I-66 Transit / TDM study completed by the Virginia Department of Rail and Transportation in 2009, the Idea-66 Inside the Beltway Feasibility Study completed jointly by VDOT and the Federal Highway Administration (FHWA) in 2005, and the on-going Washington Metropolitan Area Transit Authority (WMATA) regional transit system plan. The study will also include the examination of existing highway and transit operations and potential improvements on the

parallel facilities inside the Beltway (US Route 29, US Route 50, and Washington Boulevard) to serve local as well as thru traffic.

The study will undertake objective technical analyses that address both demand and operational considerations. The baseline condition for this study will be the existing transportation network and services in the study corridor, as well as those improvements that are funded and in the process of being implemented, including recommendations from the Idea-66 Inside the Beltway Feasibility Study and the I-66 Transit / TDM Study. The Metropolitan Washington Council of Governments' (MWCOG) Version 2.3 travel demand model and regionally adopted land use forecasts (Round 8.0 Cooperative Forecast) will be used to project travel demand for the near-term and long-term timeframes in the corridor and on major arterials. Results of the analyses of the various options will be displayed in a series of maps and other output to clearly show the effect of various options on levels of congestion and other evaluation criteria. The planning level implementation costs for each option will be developed in 2011 dollars. Cost / benefit assessments will be conducted and reported with other performance evaluation criteria. Measures to keep stakeholders informed about the study will be a critical element of this study.

In addition to identifying and evaluating the above considerations, the consultant will:

- Identify existing and forecast "hot spots" or "choke points" (for highway, transit, bicycle, or pedestrian mobility) where congestion causes routine travel time delay of more than 15 minutes.
- Evaluate proposed improvements by addressing such factors as cost (implementation cost and annual operation / maintenance costs), stakeholder acceptance, right-of-way needs, environmental impacts, user costs (in the case of tolls or HOT lanes), anticipated changes in demand and improvements in travel time, level of safety and comfort (particularly for cyclists), and compatibility with adopted local comprehensive plans. Positive as well as negative impacts of the options will be identified.
- Develop and recommend time-phased strategies for pursuing those options improving corridor mobility in case any are selected for more detailed study and implementation. The strategies shall also identify potential funding sources or programs for the options.
- Develop and maintain timely study content for display on a publicly accessible study website.

- Participate in coordination meetings with governmental entities and transportation agencies.
- Orchestrate and participate in public meetings.
- Coordinate with VDOT staff and consultants conducting the I-66 National Environmental Policy Act (NEPA) Study outside the Capital Beltway (I-495 to US 15), and VDOT staff developing the I-66 Active Traffic Management effort.
- Prepare a study report documenting the study effort including data collected, analysis of data and conditions, identification and analysis of options, citizen input and suggestions, and a synopsis of meetings with stakeholders at any level.

STUDY MANAGEMENT

This study will be funded, managed and administered by VDOT. VDOT and DRPT will be the Lead Agencies for this study. Participating Agencies, with one designated representative and one alternate representative from each, will include Arlington, Fairfax, Loudoun and Prince William Counties as well as the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, the District of Columbia, WMATA, the Northern Virginia Transportation Commission (NVTC), the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE), and other agencies as the Study Manager may deem beneficial. Those representatives, designated by the appropriate jurisdiction or agency, will constitute the Participating Agency Representatives Committee (PARC) whose purpose will be to provide information, comments and recommendations for study performance to the Study Manager.

STUDY TIMELINE

This is envisioned to be a 12 month study following the issuance of a "Notice to Proceed". An interim study report will be published in December, 2011, and the final report in May, 2012.

OUTLINE OF SPECIFIC STUDY TASKS

Task 1: Finalize Work Plan

Based on guidance from the Study Manager, the consultant's initial task for this study is to develop an overall study approach, public outreach plans, study budget and study schedule. In consultation with the Study Manager, refine the study area boundaries. The outcome of Task 1 will be a work plan outlining the deliverables and study schedule, including all expected presentation materials, flyers and communications materials along with the consultant's cost estimate for study performance.

Task 2: Inventory Existing Corridor Mobility Options and Project Future Needs

The second task of this study will be to identify the mobility needs for the I-66 corridor inside the Capital Beltway up to the year 2040 and develop a list of improvement options for evaluation. The consultant should be familiar with the National Capital Region Transportation Planning Board's (TPB) approved 2010 Constrained Long Range Plan (CLRP). Adopted local comprehensive plans should also be reviewed for transportation improvements proposed in the corridor. The consultant will, at a minimum, identify regional factors influencing travel demand such as population growth patterns, land use, employment and demographic data, the existing highway network, existing transit service and ridership, existing bicycle and pedestrian trails and facilities (excluding sidewalks), and establish the framework for the analysis in Task 3. In developing the transportation options for analysis the consultant should consider the results of the 2007-2008 Metropolitan Washington Council of Governments (MWCOG) Household Travel Survey, the I-66 Corridor Transit / TDM study, the Fairfax Connector Transit Development Plan, the Northern Virginia Transportation Authority's (NVTA) "TransAction 2030" long range plan, the Loudoun County Transportation Plan, the Arlington County Master Transportation Plan, VDOT's Six Year Improvement Plan, VDOT's "I-66 Active Traffic Management Initiative", the WMATA Capital Improvement Program and its Regional Transportation System Plan, the Virginia Railway Express (VRE) Strategic Plan, the Commonwealth of Virginia's "VTrans2035" Long Range Multimodal Transportation Plan and the Statewide Surface Transportation Plan, the policy goals outlined in "The Governor's Multimodal Strategic Plan for the Commonwealth of Virginia" (December, 2010), jurisdictional Transportation Development Plans (TDP), jurisdictional Transportation Master Plans, and other relevant agency and jurisdictional plans. Particular attention should be given to suggestions provided during the workshops for the "Idea-66" study, as well as new modal and multi-modal options. The consultant shall also coordinate with

VDOT and staff of the NVTA concerning findings and recommendations in the NVTA "TransAction 2040 Plan" effort now underway. As the plans are reviewed, the consultant should identify proposed improvements to study area arterial roadways and rail lines serving, or impacted by, mobility in the I-66 corridor.

As an optional task, the consultant shall plan to conduct a series of travel time runs (three in the morning peak period in each direction) on three consecutive weekdays to obtain travel time data. This task, to be included in the consultant's budget for the study, will be implemented at the direction of the Study Manager.

In addition to needs and improvement options gleaned from the above sources, the consultant shall seek the suggestions for corridor improvement from local elected officials, transportation commissions, and the general public. The consultant's proposed method for acquiring this input (market research survey, citizen workshop, stakeholder interviews, postcard survey, telephone survey, or other method) will be outlined in the consultant proposal along with an explanation as to why the consultant feels the suggested approach will be successful in obtaining meaningful input.

Planning level implementation costs, in 2011 dollars, should be developed for all options to be evaluated.

The deliverable from this subtask will be a list of possible options (including cost estimates) for improving transit, highway, intelligent transportation systems (ITS), commuter parking, access to transit, ridesharing and TDM programs, bicycle, and pedestrian mobility. Discrepancies identified by the consultant, such as "network gaps" or "emerging corridors", should be highlighted for discussion with the Study Manager and should be mentioned in the final study report.

Task 3: Evaluation of Options

The primary objective in Task 3 is to test the options identified in Task 2 against various parameters to determine their ability to address the mobility needs of the corridor and adjacent / supporting local arterial streets. The consultant will use the Version 2.3 MWCOG travel demand

model, along with any post-processing strategy approved by the Study Manager, to generate a series of maps and other outputs that will clearly show the effect of the identified transportation options on levels of congestion and other evaluation criteria. Weekday peak period conditions will be analyzed.

3.1 Evaluation Criteria

In evaluating the proposed transportation improvement options, the consultant shall use qualitative as well as quantitative criteria to identify positive as well as negative aspects of each option. Typical criteria for use are offered below, but should not be considered all inclusive or limiting.

- Improvement in travel time (reduced delay)
- Improvements in modal Level of Service (LOS)
- Activity Center Connections
- Multi-modal Choices
- Person Throughput
- Evacuation Route Enhancement
- Incident Clearance
- Intermodal Connections
- Management and Operations
- Need and urgency for Rehabilitation
- Compatibility with Local Transportation Plans
- Land Use Support and enhancements / support to Transit Oriented Development (TOD)
- Improved Bicycle and Pedestrian Travel and transit accessibility Options (safety, comfort, LOS)
- Reduced Roadway Congestion
- Safety improvement (all modes)
- Cost Sharing and Other Funding Mechanisms
- Freight Movement
- Provide an Integrated Multi-modal Transportation System
- Performance evaluation criteria adopted by the NVTA in accordance with requirements of the Commonwealth's 2010 biennial budget bill;
- Improve Mobility
- Improve Accessibility

- Improve Sustainability
- Improve carpool / vanpool ride-matching services
- Enhance publicly available real-time travel and transit information
- Improve interface / connectivity with other modes
- Improve Transportation and Land Use Linkage
- Protect the Environment
- Reduce greenhouse gases
- Enhance integrated corridor management
- Improve Active Traffic Management measures and services

The consultant will use the US Department of Transportation's guidance on cost / benefit analysis issued in reference to the Transportation Investments Generating Economic Recovery (TIGER) Grant application, issued in May of 2009, to establish a set of values for each option. Traffic forecasts and analyses should be developed in a manner consistent with the Federal Highway Administration's April 12, 2010, Guidance on the Application of Travel and Land Use Forecasting. The cost / benefit assessment will be added to the other performance evaluation criteria.

The deliverable for Task 3.1 is a report showing the results of the evaluation – the positive and negative aspects of each option evaluated.

3.2 Development of Level of Service (LOS) Maps or Graphics Showing Network Performance

One of the most important outputs from the evaluation will be LOS maps for the transportation options evaluated above. LOS maps should be prepared for highway, rail, bus and bicycle travel on diversion routes (US 29, US 50 and VA 237 -Washington Boulevard) as well as for I-66. These maps or graphics should show the change resulting from the options in such factors as average delay, average speed, peak period travel times, volume-to-capacity ratio, or similar measures in order to portray the impacts (both positive as well as negative) of implementing the options.

The consultant should review the methodology and results of the DRPT I-66 Transit / TDM Study (which provides a forecast of conditions to 2030) in the development of the transit LOS maps for the 2040 timeframe. The consultant will map bicycle LOS in terms of connectivity with and access to destinations and multimodal facilities throughout the study area. An explanation of the bicycle LOS method, safety analysis tool, or model used will be provided to the Study Manager and included in the final study report. The network should include the Northern Virginia trail network, local jurisdiction bicycle and pedestrian master plans (Arlington and Fairfax Counties as well as the City of Falls Church), bicycle route maps and all existing and planned pedestrian and bicycle facilities (excluding sidewalks). The consultant should identify gaps and constraints in the network on the map and recommend options for improvement.

The consultant will develop a usage map for park and ride lots (including rail station lots) in the I-66 corridor between US 15 (Haymarket) and the Potomac River showing lot capacity as well as typical daily usage. Updated park and ride capacity and usage data can be obtained through the VDOT "Northern Virginia Park and Ride Lot Feasibility Study", WMATA, VRE, local jurisdictions, and the on-going statewide park and ride study.

The deliverable for Task 3.2 will be a series of Level of Service maps, by mode, indicating the projected mobility improvements resulting from the examined modal transportation options.

3.3 Other Factors to be Evaluated

In addition to the mobility benefits from the analyzed options as projected by travel demand modeling, the following other factors shall be evaluated at a conceptual level, in terms of positive and negative aspects, for each of the options considered:

- Right-of-way needed
- Changes to vehicle miles traveled (VMT) in the study area
- Economic impacts on study area neighborhoods, particularly minority or economically disadvantaged communities
- Direct impacts to public lands (parks, schools, community centers)

- Direct environmental impacts (storm water management / drainage, historical sites, potential for generating increased noise, air quality impacts, impacts on rare / endangered species or habitats)
- Conformity to adopted local jurisdiction comprehensive plans
- Estimated costs (operational and maintenance as well as construction / capital costs)

Task 4: Public Information and Participation

The consultant, with input from the VDOT Public Affairs staff, will implement a communications program, ensuring that communications are targeted effectively and are timely in their delivery. Communications outreach should, at a minimum, include state and local jurisdiction technical staff, local transportation agencies, elected officials, stakeholders (corridor roadway or transit users) and the general public within, or adjacent to, the study corridor. Particular attention will be paid to outreach efforts to inform minority and disadvantaged segments of the population. As mentioned in Task 2, the suggestions submitted by the public in the "Idea-66" workshops should especially be considered as the consultant develops a list of options and discusses the study with stakeholders. The consultant should propose a plan for conducting market research on the transportation improvement options. Such market research could involve surveys or other techniques suggested by the consultant and approved by the Study Manager in consultation with the Lead Agencies.

4.1 Plan and Schedule

The consultant should prepare a plan and schedule for public information / outreach meetings. At a minimum, the consultant should plan on an initial round of public meetings (one each in Arlington and Fairfax Counties) to receive stakeholder input and suggestions, on monthly meetings with the Lead Agencies and with the study's PARC, on three presentations to the NVTA and to its Jurisdiction and Agency Coordinating Committee (JACC), and five presentations to other groups of local elected officials and / or technical staff as arranged by the Study Manager. In addition to the initial public meetings, the consultant should plan on two more rounds of public meetings, at study milestones as directed by the Study Manager in coordination with the Lead Agencies. In each round of public meetings, one meeting shall be held at an Arlington County location that is within easy (5 – 10 minutes) walking distance of a Metrorail station and another meeting shall be held at a location in

Fairfax County. Additional public involvement opportunities may become evident as the project progresses, and should be anticipated.

The consultant should describe its plan for advertising meetings to generate interest among stakeholders and the public.

The outcome of this task will be a communications and meeting schedule that supports and refines the planning in Task 1.

4.2 Study Website

VDOT's Northern Virginia District Public Affairs staff will create a web page on VDOT's website for this study. The consultant will provide the content, meeting schedules, and regular updates so that this website can be kept current.

Task 5: Potential Funding

The consultant shall develop an overview of potential ways to fund the implementation of beneficial options or solutions in case a decision is made to pursue such option(s) / solution(s).

Task 6: Internal Study Coordination

The consultant should plan for two rounds of review and revision for all study deliverables. At least one week prior to a meeting with the Study Manager, Lead Agencies or the PARC, the consultant will provide electronic copies of any deliverables to be reviewed. The number of copies of deliverables that the consultant should prepare for each review and meeting will be finalized at the start of this study.

Because the data, analysis, and findings of this study could be beneficial to studies involving the I-66 Corridor west of the Capital Beltway, the consultant should be plan on monthly coordination meetings with VDOT / DRPT staff or consultants involved in such other studies. The Study Manager

may change the frequency of such coordination depending on the status and progress of such other studies.

Task 7: Final Report

Two study reports will be produced. An initial report documenting study assumptions, planned methodologies, outreach efforts, and study status shall be produced by December 2, 2011. The consultant shall compile and analyze the information from the previous tasks and submit a comprehensive draft final report to the Study Manager for approval. The target date for publishing the final report is May 4, 2012. The report will document the study process, methodologies used, options examined, analysis performed (including assumptions), the results of the analyses, and potential revenue sources. A separate report recording public comments received during the course of the study will also be prepared

Following Lead Agency approval of the draft report, the consultant will submit a final report to the Study Manager. The Consultant will provide one copy of the report in electronic format for publication on the VDOT website, one camera ready copy of the report, 100 copies of the report on compact disc (CD), and 25 printed and bound copies of the report.

AVAILABLE RESOURCES

The following resources are currently available online or will be provided to the consultant by the VDOT Study Manager during the study:

- Commonwealth of Virginia
  - VTRANS 2035
    http://www.vtrans.org
  - Governor's Multimodal Strategic Plan for the Commonwealth of Virginia (December, 2010)
    http://vtrans.org/resources/strategic_plan_12_01_10%20final.pdf

- VDOT
  - VDOT Northern Virginia Park and Ride Lot Feasibility Study, including data tables and GIS files

    http://www.virginiadot.org/projects/studynova-ParkRide-feas.asp
  - Northern Virginia Regional Bikeway and Trail Network Study

    http://www.fhiplan.com/novabike/
  - VDOT Northern Virginia Centric Regional ITS Architecture

    http://www.vdot-itsarch.com/nova/novaindex.htm
  - VDOT Six-Year Improvement Program

    http://syip.virginiadot.org
  - Bicycling and Walking in Virginia

    http://www.virginiadot.org/programs/bk-default.asp

- DRPT
  - Link to the Commonwealth's ITS Plan / Program

    http://www.drpt.virginia.gov/studies/files/STR-DRPT%20ITS%20Plan%202009-08-29.pdf
  - Virginia Department of Rail and Public Transportation's Studies

    http://www.drpt.virginia.gov/studies/default.aspx
    - I-95 / 395 Transit TDM report
    - I-66 Transit / TDM Report
    - Transit ITS Strategic Plan
  - White Paper "Interstate 66: An Integrated and Managed Corridor", May, 2010

- MWCOG
  - Metropolitan Washington Area ITS Architecture

    http://www.mwcog.org/transportation/activities/operations/architecture.asp
  - MWCOG Version 2.3 (TP+ format) network files
  - 2009 CLRP network
  - CLRP Aspirations network
  - TPB's Short-Term Needs Study

- Regional Transportation Improvement Program
  http://www.mwcog.org/clrp/projects/tip/
- National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP)
  http://www.mwcog.org/clrp/
- MWCOG's currently approved population, household and employment figures
- MWCOG Regional Activity Clusters GIS files
- MWCOG Mobility and Accessibility Study
  http://www.mwcog.org/transportation/activities/regional/
- 1999 Performance of Regional High-Occupancy Vehicle Facilities on Freeways in the Washington Region: An Analysis of Travel Time. National Capital Region TPB.
- Link to TPB Vision
  http://www.mwcog.org/transportation/activities/vision/

- WMATA
  - WMATA's Regional Bus Study Summary Document
    http://www.wmata.com/pdfs/planning/RegBusStudy.pdf
  - WMATA's Capital Improvement Program (6-year and 10-year CIPs)
  - WMATA Strategic Plan
  - WMATA Transit Network Study

- Northern Virginia Transportation Commission (NVTC)
  - Final Report on the Development of a Continuing Process for Monitoring Performance Data on Transit-related ITS Investments
    http://www.thinkoutsidethecar.org/pdfs/monitor_performance_its_investments.pdf

- Virginia Railway Express (VRE)
  - VRE Strategic Plan
    http://www.vre.org/about/strategic/strategic_plan.htm

- Local Comprehensive Plans and Transportation Elements
  - Arlington County Master Transportation Plan

http://www.arlingtonva.us/departments/EnvironmentalServices/dot/planning/mplan/mtp/MTP_Draft.aspx

- Arlington County 2035 Transportation Demand Management Plan
- Arlington County General Land Use Plan and adopted Sector Plans
- Fairfax County Transportation Plan
- Fairfax County Bicycle Route Map
- Fairfax County Park and Ride Study (2008)
- Development of an Advanced Public Transportation Plan for the Fairfax Connector Bus System

- Base GIS maps from VDOT, WMATA, VRE, local jurisdictions and other agencies

U.S. Department
of Transportation

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3570
202-219-3545 (fax)

February 9, 2011

The Honorable Muriel Bowser, 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 Mendelson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the 2010 Constrained Long Range Plan (CLRP) and FY 2011-2016 Metropolitan Transportation Improvement Program (MTIP) for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB) on November 17, 2010.

The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated January 31, 2011 for the 8-Hour Ozone, Carbon Monoxide and Fine Particulate Matter (PM 2.5) amended conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2010 CLRP and FY 2011-2016 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 2010 CLRP and the FY 2011-2016 MTIP 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, FTA, 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 or Melissa Barlow, of the FTA DC Metropolitan Office, at (202) 219-3565.

Sincerely,

Letitia A. Thompson
Regional Administrator
Federal Transit Administration

Joseph Christopher Lawson
Division Administrator
Federal Highway Administration

Enclosure

cc: Karina Ricks, District of Columbia Division of Transportation
Valerie Hamilton, Northern Virginia District Office, VDOT
Kellie Gaver, Maryland Department of Transportation
Kwame Arhin, FHWA Maryland Division
Ivan Rucker, FHWA Virginia Division
Edward Sundra, FHWA Virginia Division

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

JAN 31 2011

Mr. Mark R. Kehrli
Division Administrator
Federal Highway Administration,
District of Columbia Division
1990 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 8-Hour Ozone, Carbon Monoxide and Fine Particulate Matter ($PM_{2.5}$) Amended Conformity Determination for the 2010 Constrained Long-Range Plan (Plan) and the Fiscal Year 2011-2016 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 December 17, 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 under 40 CFR Part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for the Review of the 1997 8-Hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter National Ambient Air Quality Standard (NAAQS) Conformity Determinations of the 2010 Constrained Long Range Plan and the Fiscal Year (FY) 2011-2016 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's determination.

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Please feel free to call Ms. Cristina Fernandez, Associate Director, Office of Air Program Planning at (215) 814-2178 or Mr. Martin Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,

Diana Esher

Diana Esher, Director
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
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Philadelphia, Pennsylvania 19103

January 19, 2010

SUBJECT: Technical Support Document for the Review of the 1997 8-Hour Ozone, Carbon Monoxide and 1997 Fine Particulate Matter ($PM_{2.5}$) National Ambient Air Quality Standard (NAAQS) Conformity Determinations of the 2010 Constrained Long Range Plan and the Fiscal Year (FY) 2011-2016 Metropolitan Washington Transportation Improvement Program

FROM: Martin T. Kotsch, (3AP30)

THRU: Cristina Fernandez, Associate Director
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TO: Administrative Record of the Environmental Protection Agency (EPA) Review of the 1997 8-Hour Ozone, Carbon Monoxide and 1997 $PM_{2.5}$ NAAQS Conformity Determinations of the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program

The purpose of this document is to review the December 2010, 1997 8-Hour Ozone, Carbon Monoxide and 1997 $PM_{2.5}$ NAAQS conformity determinations of the 2010 Constrained Long Range Plan (CLRP) and the FY 2011-2016 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 December 17, 2010 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 nonattainment area for the 1997 ozone 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 (NOx) emission budgets which EPA declared adequate on September 21, 2009 are applicable to the ozone conformity determinations. The area is also a carbon monoxide (CO) maintenance area with an emissions budget which requires a conformity determination.

The Metropolitan Washington District of Columbia (D.C.) Area is a nonattainment area for 1997 $PM_{2.5}$ annual standard. Since there are no current $PM_{2.5}$ 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.

Evaluation of the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program			
GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP			
SECTION of 40 CFR Part 93	**CRITERIA**	**Y/N**	**COMMENTS**
93.106(a) (1)	Are the horizon years correct?	Y	The horizon years chosen, 2011, 2020, 2030, and 2040 represent appropriate horizon years for the 8-Hour Ozone, CO, and $PM_{2.5}$ conformity determination. 2011 is within the first 5 years of the transportation plan.
93.110	Is the conformity determination based upon the latest planning assumptions? (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? (b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the Metropolitan Planning Organization (MPO) or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	Y	(a) & (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include: **1) Travel Demand Modeling Assumptions:** - Use of newer Version 2.2 travel demand model process. -New travel forecasts incorporated. **2) Emissions Model Assumptions:** MOBILE6.2 modeled emissions factors were developed for years; 2011, 2020, 2030, and 2040 for all pollutants. **3)Emissions Factor Assumptions** -Enhanced I/M was assumed in DC, Maryland, Virginia. -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)

			4) Vehicle Registration Data: 2005 data for Maryland, DC and Virginia. **5) Land Activity Assumptions** (growth forecasts): In January, 2010 round 8.0 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 2040 used in this determination are shown below: -Household: 43% increase -Employment: 47% increase
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	Y	(c) Transit policies such as frequency and hours of operation were updated from the last conformity determination.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	Y	(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. However revised highway tools have been incorporated including the Inter County Connector project.
	(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?	Y	(e) All of the TCMs listed in the previous 2005 Ozone 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.
	(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?	Y	(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.

Evaluation of the 2010 Constrained Long Range Plan and the FY 2011-2016 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 State Implementation Plan (SIP)?	Y	Consultation procedures were followed in accordance with the TPB consultation procedures. These procedures are based on the procedures of the state Conformity SIP. **Interagency Consultation** 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. **Public Consultation** The TPB has provided opportunities for public comment on the Conformity Determination. On October 14, 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.

Evaluation of the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program			
CRITERIA ONLY APPLICABLE TO THE CLRP			
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, Sulfur Oxides (SOx) or Ammonia (NH_3) 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_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 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE CLRP			
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 $PM_{2.5}$ 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 21-23 of the conformity determination summarizes; population, employment, and households for the Metropolitan Washington D.C. area. These forecasts were based upon the Round 8.0 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 consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	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. 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. 2008 Mobile Budget: 2011 Analysis 70.8. T/D (VOC) 60.6 T/D (VOC) 159.8 T/D (NOx) 120.3 T/D (NOx) 1671.5 T/D (CO) 688.3 T/D (CO) 2008 Mobile Budget 2020 Analysis 70.8. T/D (VOC) 39.1 T/D(VOC) 159.8 T/D (NOx) 44.4 T/D (NOx) 1671.5 T/D (CO) 576.0 T/D (CO) 2008 Mobile Budget 2030 Analysis 70.8. T/D (VOC) 36.8 T/D(VOC) 159.8 T/D (NOx) 31.8 T/D (NOx) 1671.5 T/D (CO) 585.1 T/D (CO) 2008 Mobile Budget 2040 Analysis 70.8. T/D (VOC) 38.7 T/D(VOC) 159.8 T/D (NOx) 31.6 T/D (NOx) 1671.5 T/D (CO) 602.6 T/D (CO)

Evaluation of the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE CLRP			
93.119	For areas without emission budgets: Does the Transportation Plan demonstrate contribution to emission reductions?	Y	There are no $PM_{2.5}$ 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 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 $PM_{2.5}$ non-attainment area passes the interim emissions test. 2002 Base Year — 2011 Analysis 1693 tpy (Direct PM) — 969 tpy (Direct PM) 100,000 tpy (NOx) — 42,000 tpy (NOx) 2002 Base Year — 2020 Analysis 1693 tpy (Direct PM) — 692 tpy (Direct PM) 100,000 tpy (NOx) — 16,000 tpy (NOx) 2002 Base Year — 2030 Analysis 1693 tpy (Direct PM) — 697 tpy (Direct PM) 100,000 tpy (NOx) — 11,000 tpy (NOx) 2002 Base Year — 2040 Analysis 1693 tpy (Direct PM) — 721 tpy (Direct PM) 100,000 tpy (NOx) — 11,000 tpy (NOx)

Evaluation of the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program			
CRITERIA APPLICABLE ONLY TO THE TIP			
93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis.
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH_3 as precursors 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_3 as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH_3 as precursors are not included in the emissions analysis.
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) established an approved (or adequate) budget that includes re-rentrained road dust as part of a $PM_{2.5}$ reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis.

93.113(b)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the 2005 Ozone 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 TIP consistent with the motor vehicle emissions budget(s) in the applicable SIP?	Y	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. 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. 2008 Mobile Budget: 2011 Analysis 70.8. T/D (VOC) 60.6 T/D (VOC) 159.8 T/D (NOx) 120.3 T/D (NOx) 1671.5 T/D (CO) 688.3 T/D (CO) 2008 Mobile Budget 2020 Analysis 70.8. T/D (VOC) 39.1 T/D(VOC) 159.8 T/D (NOx) 44.4 T/D (NOx) 1671.5 T/D (CO) 576.0 T/D (CO) 2008 Mobile Budget 2030 Analysis 70.8. T/D (VOC) 36.8 T/D(VOC) 159.8 T/D (NOx) 31.8 T/D (NOx) 1671.5 T/D (CO) 585.1 T/D (CO) 2008 Mobile Budget 2040 Analysis 70.8. T/D (VOC) 38.7 T/D(VOC) 159.8 T/D (NOx) 31.6 T/D (NOx) 1671.5 T/D (CO) 602.6 T/D (CO)

93.119	For areas without emission budgets: Does the TIP demonstrate contribution to emission reductions?	Y	There are no $PM_{2.5}$ 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 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 $PM_{2.5}$ nonattainment area passes the interim emissions test. 2002 Base Year — 2011 Analysis 1693 tpy (Direct PM) — 969 tpy (Direct PM) 100,000 tpy (NOx) — 42,000 tpy (NOx) 2002 Base Year — 2020 Analysis 1693 tpy (Direct PM) — 692 tpy (Direct PM) 100,000 tpy (NOx) — 16,000 tpy (NOx) 2002 Base Year — 2030 Analysis 1693 tpy (Direct PM) — 697 tpy (Direct PM) 100,000 tpy (NOx) — 1,000 tpy (NOx) 2002 Base Year — 2040 Analysis 1693 tpy (Direct PM) — 721 tpy (Direct PM) 100,000 tpy (NOx) — 11,000 tpy (NOx)

CONCLUSION

Pursuant to FHWA's December 17, 2010 request, EPA has reviewed the 1997 8-Hour Ozone, carbon monoxide and 1997 $PM_{2.5}$ conformity determinations for the 2010 Constrained Long Range Plan and the FY 2011-2016 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. EPA has determined that the 2010 CLRP and the FY 2011-2016 Metropolitan Washington TIP meet the requirements of the federal conformity rule.