



May 21, 2003

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Prince William County

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

Dear Chairman Mendelson:

In my letter of April 16, 2003 I transmitted information provided to the National Capital Region Transportation Planning Board (TPB) on air quality conformity requirements over the past few months for consideration by the Metropolitan Washington Air Quality Committee (MWAQC) as MWAQC develops an updated regional air quality plan. The 2003 Constrained Long Range Plan (CLRP) and the FY2004-2009 Transportation Improvement Program (TIP) scheduled for approval by the TPB in October of this year must meet air quality conformity requirements which will be defined in large part by mobile emissions budgets and other provisions included in the updated air quality plan being developed by MWAQC. The purpose of this letter is to transmit to MWAQC additional information concerning the inclusion of revised MOBILE6-based mobile emissions budgets in the updated air quality plan, as well as the inclusion of Transportation Control Measures (TCMs) and vehicle technology-based and fuel-based measures which could reduce emissions from on-road mobile sources.

1) Inclusion of Revised MOBILE6-based Mobile Emissions Budgets

In its Federal Register notice of April 17, 2003 conditionally approving the severe ozone non-attainment area State Implementation Plan (SIP) revision for the Metropolitan Washington severe non-attainment area effective May 19, 2003, the Environmental Protection Agency (EPA) stated that it was "conditioning approval upon the States revising the Washington area severe attainment demonstration to reflect revised MOBILE6-based motor vehicle emissions budgets, including revisions to the attainment modeling/weight of evidence demonstration, as necessary, to show that the SIP continues to demonstrate attainment by November 15, 2005."

Exhibits 1 and 2 provide MOBILE6-based mobile emissions inventories for 2002 and 2005 for VOC and NO<sub>x</sub>, reflecting both technical corrections to emissions factors requested by the state air agencies and an adjustment for the draft Round 6.3

Cooperative Forecasts. These two exhibits were presented to the TPB Technical Committee at its May 2 meeting and to the Conformity Subcommittee of the MWAQC Technical Advisory Committee (MWAQC/TAC) at its May 12 meeting.

At the April 25 meeting of the MWAQC/TAC a report dated April 24, 2003 was presented by the MWAQC/TAC Conformity Subcommittee entitled "Proposal for Setting the Mobile Budget" (see Attachment A). The report states that the mobile budget is calculated by starting with the controlled 2005 mobile inventory and subtracting emissions reductions generated by any TCMs which are included in the SIP:

$$\text{Mobile Budget} = \text{Network Analysis for 2005} - \text{TCMs}$$

TPB staff has re-estimated the emissions benefits from TCMs currently included in the SIP as 0.13 tons per day of VOC and 0.33 tons per day of NO<sub>x</sub> in 2005 (see Attachment B). Using the revised estimates for the network analysis for 2005 provided in Exhibits 1 and 2, initial estimates for the mobile budgets would be as follows:

$$\text{VOC: } 98.34 \text{ (network analysis)} - .13 \text{ (TCMs)} = 98.21 \text{ tons/day}$$

$$\text{NO}_x: 238.12 \text{ (network analysis)} - .33 \text{ (TCMs)} = 237.79 \text{ tons/day}$$

Emissions reductions from any additional TCMs committed in the SIP to meet rate-of-progress requirements would be deducted from these initial estimates, thereby lowering the mobile budgets.

The April 24 MWAQC/TAC Conformity Subcommittee report pointed out that while in the Washington Region the current practice is not to deduct TCMs from the network analysis when performing a conformity determination, the EPA Conformity Rule permits TCMs to be deducted. In other words, the region can take credit for TCMs that have been implemented as specified and on schedule. It is recommended that in future conformity determinations, credit should be taken for TCMs as well as for all other TERMS for which emissions reductions can be documented.

At its May 12 meeting the MWAQC/TAC Conformity Subcommittee approved a recommendation to the MWAQC/TAC that the above initial estimates for the mobile budgets of 98.21 tons per day for VOC and 237.79 tons per day of NO<sub>x</sub> be reduced by a targeted 0.1 tons per day of VOC and 0.2 tons per day of NO<sub>x</sub> through the adoption of additional TCMs. Representatives of the state transportation agencies agreed to seek commitments to additional TCMs that would meet these targets. If these commitments can be obtained, the recommended MOBILE6-based mobile emissions budgets for inclusion in the updated air quality plan would be as follows:

VOC: 98.11 tons per day

NOx: 237.59 tons per day

I am pleased to provide the TPB's support for these recommended mobile emissions budgets.

The following section discusses the status of TCMs currently included in the SIP as well as the status of commitments to additional TCMs to meet the targets noted above.

2) Transportation Control Measures (TCMs)

My letter of April 16, 2003 contained the following recommendations concerning the inclusion of Transportation Emissions Reduction Measures (TERMs) as TCMs in the updated air quality plan and SIPs:

- (1) TERMS should only be "hard-wired" into the new SIPs as TCMs if it is absolutely certain that they will be implemented as specified; and
- (2) Any TCMs adopted in earlier SIPs should be reviewed and updated as needed in the new SIPs.

This recommendation reflects the fact that under EPA's conformity rule TCMs have a special status in the transportation conformity process. In order to make a conformity determination the TPB must find that the CLRP and/or TIP "provides for timely completion or implementation of all TCMs in the applicable implementation plan." An ineffective TCM included in the SIP could preclude the TPB from making a conformity determination even if all other SIP and conformity requirements are met.

At its May 12 meeting the MWAQC/TAC Conformity Subcommittee discussed the TCM substitution procedures that have been incorporated into SIPs for the states of New Mexico, Oregon, and Texas. The Conformity Subcommittee approved a recommendation to the MWAQC/TAC that MWAQC pursue the development of such a TCM substitution procedure for the Washington non-attainment area for inclusion in the final revised SIP submission due to EPA by April 17, 2004. I am pleased to provide the TPB's support for this recommendation.

In addition to the TCM substitution procedure, the TPB suggests that MWAQC pursue the development of a measure providing for trading emissions among budgets for different pollutants or precursors, or among budgets allocated to motor vehicles and other sources, for inclusion in the SIP submissions due by April 17, 2004. At its March 19, 2003 meeting the TPB added a work element to its FY2004 Unified Planning Work

**The Honorable Phil Mendelson**

**May 21, 2003**

**Page 4**

Program (UPWP) to provide for an analysis of emissions trading that would consider both intra-regional and inter-regional trading. The TPB would be pleased to work with MWAQC over the coming year on the development of emissions trading provisions for inclusion in the SIPs for the Washington non-attainment area.

TPB staff and state, regional, and local implementing agencies have been reviewing TCMs currently included in the SIPs as well as potential additional TCMs with respect to the two criteria noted above. I am pleased to report that the TPB supports the retention in the SIPs of the TCMs listed in Attachment B, and that the TPB also supports the inclusion of specific additional TCMs and vehicle-technology and fuel-based measures in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28 meeting. The specific additional measures and associated emissions reductions are provided in letters from the responsible implementing agencies attached to this letter. The measures are of three general types: additional park-and-ride lots; additional bicycle trails, lockers, and racks on buses; and vehicle technology and fuel-based emissions reductions for transit buses and other heavy-duty vehicles.

These additional measures will provide for the target reductions of 0.1 tons per day of VOC and 0.2 tons per day of NOx which were noted in the above discussion on setting MOBILE6-based emissions budgets. The measures would provide reductions by 2005, and would be available for meeting rate-of-progress, attainment, or contingency measure requirements. Following the completion of the public comment period, the responsible implementing agencies anticipate providing written commitments to a final set of such measures for inclusion in the submission to EPA scheduled for late summer of this year.

The TPB greatly appreciates the continuing close collaboration with MWAQC in the development of these critically important revisions to the air quality plan and SIPs for the Washington non-attainment area.

Sincerely,



**Peter Shapiro**  
**Chairman**  
**National Capital Region**  
**Transportation Planning Board**

**Attachments**



## Exhibit 2

## Summary Table

### NOx Mobile Emissions Inventories

for "Severe Area" Rate of Progress and Attainment  
(Tons / Day)

		1990 Base	1990 Adjusted			Uncontrolled		Controlled		
		1996	1999	2002	2005	2002	2005	2002	2005	
Network	Start	23.10	19.93	18.89	18.63	17.87	24.38	24.83	13.85	10.70
	Running	324.37	256.63	247.14	226.41	207.06	281.10	268.06	249.71	203.20
	Soak	-----	-----	-----	-----	----	-----	-----	-----	-----
Off-Network	Diurnals	-----	-----	-----	-----	----	-----	-----	-----	-----
	Resting	-----	-----	-----	-----	----	-----	-----	-----	-----
	Local Roads	17.73	12.03	11.20	10.70	10.42	13.90	13.49	11.21	10.27
	School Bus	5.97	5.72	5.69	5.65	5.38	6.35	6.34	6.09	5.49
	Transit Bus	8.16	6.42	6.08	5.82	5.37	6.54	6.03	6.59	5.55
	Auto Access	1.47	1.06	0.99	0.96	0.94	2.13	2.21	1.67	1.45
<b>TOTAL</b>		380.80	301.79	289.98	268.18	247.04	334.40	320.96	289.12	236.67

Round 6.3 Adjustment:

<u>2.16</u>	<u>1.45</u>
<b>291.28</b>	<b>238.12</b>

**NOTES:**

1. Primary travel demand estimates utilize Round 6.2 forecasts
2. Emission Factors reflect I/M and diesel sales fractions "technical corrections"
3. Start-up emissions reflect 4/30/03 program code updates

## Attachment A

### MEMORANDUM

April 24, 2003

To: MWAQC TAC  
From: TAC Conformity Subcommittee  
Subject: Proposal for Setting Mobile Budget

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The following memo outlines a proposal for developing the 2005 mobile emissions budget for the Washington region's Severe Area SIP.

Because the presence of TCMs in the SIP impacts the mobile budget and transportation conformity, the issues of TCMs and the mobile budget need to be addressed simultaneously. This memo attempts to reconcile the desire to include TCMs in the SIP with the concerns expressed by transportation staff regarding the effect of TCMs on the mobile budget and conformity.

#### **I. Proposal for Setting the 2005 Mobile Budget**

Set the mobile budget equal to the 2005 controlled mobile inventory minus the expected value of any capital project TCMs included in the SIP and a portion of the value of any annually funded TCMs included in the SIP

#### **II. Rationale for Recommendation**

Calculation of the mobile budget must begin with the controlled 2005 mobile inventory. If TCMs are included in the SIP, the emissions reductions generated by the TCMs must be subtracted from the mobile inventory, lowering the mobile budget. The mobile budget becomes:

Network Analysis for 2005 – TCMs = Mobile Budget

A conformity determination is performed by comparing projected controlled mobile emissions for a given year to the mobile budget:

Mobile Budget  $\geq$  Network Analysis for given year –TERMS not used as TCMs

These equations show that the value of any TCM is usually deducted from the network analysis when the mobile budget is set. In the Washington region, the current practice is not to deduct TCMs from the network analysis when performing a conformity

determination. However, the Conformity Rule says that TCM credits can be subtracted from the network analysis during the conformity determination. According to the Transportation Conformity Rule Amendments (40CFR Parts 51 and 93) general requirements for determining regional transportation-related emissions,

*The regional emissions analysis required...for the transportation plan, TIP, ...must include all regionally significant projects expected in the nonattainment or maintenance area....The effects of TCMs and similar projects that are not regionally significant may also be estimated in accordance with reasonable professional practice.*

See 93.122(a)(1) through 93.122(a)(4)

Though inclusion of a TCM substitution provision largely eliminates the risks associated with under performing TCMs, it may still be advisable to discount the expected benefits of TCMs involving voluntary participation. This would create a margin of safety before a TCM substitution is required. Though capital projects should deliver the estimated benefits ascribed to them, if funded and completed as committed, benefits from projects that recruit voluntary participants are difficult to estimate. Because participation rates are uncertain, the benefits of these projects can vary dramatically from expectation. As a result, it is recommended that the benefits of these voluntary participation measures be discounted when used as a TCM. While a portion of the expected benefits from the measure would be used as a TCM in the SIP, the remaining benefits could continue to be used for conformity.

**Revised Emissions Benefits from TCMs in the SIP**

	VOC(tons/day)	NOx(tons/day)
Emissions Benefit of TCMs in the attainment SIP (1999)	0.157	0.426
Emissions Benefit of TCMs in the attainment SIP (2005)	0.136	0.381
Ratio of Mobile 6/Mobile 5b factor	0.931	0.861
Technical correction factor(I&M and others)	1.008	1.001
Revised Emissions Benefit of TCMs in the attainment SIP	<b>0.128</b>	<b>0.329</b>



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, 23219

J R. GEHR  
MISSIONER

K. E. LANTZ, JR.  
TRANSPORTATION PLANNING ENGINEER

January 2, 1997

Mr. Stuart A. Freudberg  
Director, Department of Environmental Programs  
Metropolitan Washington Council of Governments, Suite 300  
777 North Capitol Street, N.E.  
Washington, DC 20002-4239

Dear Mr. Freudberg:

This letter responds to requests by the Metropolitan Washington Air Quality Committee for the cooperative contribution of emission reductions from certain types of transportation projects. The Virginia Department of Transportation recommends that ten Northern Virginia projects, listed in the attachment, be used as transportation control measures for the 9% State Implementation Plan. These capital improvements have been completed or are nearly completed, and volatile organic compound (VOC) and oxides of nitrogen (NOx) emissions reductions for 1999 have been documented in separate non-network analyses. The reductions from these Virginia projects total 0.074 and 0.214 tons per day of VOC and NOx emissions, respectively.

If you have questions regarding the identification of these projects or the emissions reductions, please contact Sam Curling at (804) 371-6768.

Sincerely,

A handwritten signature in black ink, appearing to read "K. E. Lantz, Jr." with a stylized flourish at the end.

K. E. Lantz, Jr.  
Transportation Planning Engineer

#### Attachment

cc: Mr. L. J. Bevon  
Mr. J. Sydnor  
Mr. E. T. Robb  
Mr. Y. H. Chang  
Mr. R. Kirby  
Mr. F. Bigdeli  
Mr. J. P. Hopkins  
Mr. S. F. Curling  
Mr. J. E. Orcutt  
Ms. S. R. Benkovik

<u>VA SIP TCM Projects</u>	1999 Emissions Reductions (tons per day)	
	<u>VOC</u>	<u>NOx</u>
1. Burke VRE Park & Ride Lot	0.008	0.023
2. Lorton VRE Station Access Road	0.007	0.018
3. WMATA Metro Bus Purchase ('95 TIP)	0.025	0.071
4. City of Fairfax CUE Bus Shelters	0.0	0.001
5. WMATA New Bus Purchases ('96 TIP)	0.006	0.015
6. Lake Ridge Park & Ride Lot (Harbor Dr.)	0.0	0.020
7. Pedestrian Facilities- Metrorail Stas (at 4 locations)	0.001	0.002
8. Tackett's Mill Park & Ride Lot	0.013	0.033
9. Portsmouth Park & Ride Lot	0.008	0.021
10. Homer Rd. Park & Ride Lot (expansion)	0.006	0.010
<b>VA SIP TCM EMISSIONS TOTALS</b>	<u>0.074</u>	<u>0.214</u>



**Maryland Department of Transportation**

The Secretary's Office

Parris N. Glendening  
Governor

David L. Winstead  
Secretary

Thomas L. Osborne  
Deputy Secretary

January 2, 1997

Mr. Stuart Freudberg  
Director, Department of Environmental Programs  
Washington Metropolitan Council of Governments  
777 North Capitol Street, NE  
Suite 300  
Washington DC 20002-4201

Dear ~~Mr. Freudberg~~ *Stuart*:

This letter concerns inclusion of Transportation Control Measures (TCMs) in the Phase I SIP document. The Technical Advisory Committee (TAC) recently recommended to MWAQC that capital type improvement TCMs which were completed, or near completion, be included in the SIP. MWAQC concurred in this recommendation at its meeting of December 4, 1996.

MDOT staff has developed the attached list of projects and resultant emission benefits based on the TAC guidelines for inclusion in the SIP document. Each project is an off-model, non-network based, emission reduction strategy previously included in recent Washington Region TIPs.

We are recommending that the TCM projects identified herein be included in the Phase I SIP document currently under development. Please contact our office at (410) 865-1296 should you wish to discuss this matter.

Sincerely,

Frederick P. Rappe, Jr., Director  
Office of Systems Planning & Evaluation

Attachment

865-1275

My telephone number is (410)-

TTY For the Deaf: (410) 865-1342

Maryland Transportation Control Measures  
for Inclusion in the Phase I SIP

1990 EMISSION BENEFITS

	<u>VOC</u>	(T/D)	<u>NOx</u>
Montgomery County Bus Replacement	.007		.020
Lake Forrest Transit Center	.001		.004
Tulagi Place Park-n-Ride	.001		.003
MD 5/MD 205 Park-n-Ride	.005		.017
MARC Replacement/Expansion Coaches	.044		.129
Bicycle Facilities	.003		.002
MD 210/MD 373 Park-n-Ride	.001		.003
Germantown Parking Facility	.007		.019
Prince George's Bus Replacement	.005		.012
Anacostia Bike Trail	.008		.001
I-270/MD 80 Park-n-Ride	<u>.001</u>		<u>.002</u>
TOTAL	.083		.212



May 21, 2003

The Honorable Peter Shapiro  
 Chairman  
 National Capital Region Transportation Planning Board  
 777 North Capitol Street, N.E.  
 Suite 300  
 Washington, D.C. 20002-4239

Dear Chairman Shapiro:

Item 8 of the May 21, 2003 agenda for the National Capital Region Transportation Planning Board (TPB) seeks the TPB's approval of a letter to Phil Mendelson, Chairman of the Metropolitan Washington Air Quality Committee (MWAQC) concerning the inclusion in the regional air quality plan of revised MOBILE6 – based mobile emissions budgets, as well as additional Transportation Control Measures (TCMs) and vehicle technology-based and fuel-based measures which could reduce emissions from on-road mobile sources. The letter makes reference to attached letters from responsible implementing agencies which provide specific additional TCMs and vehicle-technology and fuel-based measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its meeting on May 28, 2003. Following the completion of the public comment period, the responsible implementing agencies will provide written commitments to a final set of measures for reducing mobile source emissions to be included in the updates to the air quality plan scheduled for submission to the Environmental Protection Agency (EPA) in late summer of this year.

The Washington Metropolitan Area Transit Authority (WMATA) recommends the following measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28 meeting:

<u>Measure</u>	<u>Emissions Reductions In 2005</u>	
	<u>VOC</u>	<u>NOx</u>
(1) Bicycle racks on transit buses (1,458 total racks)	0.0074	0.0131

**Washington  
 Metropolitan Area  
 Transit Authority**

600 Fifth Street, NW  
 Washington, DC 20001  
 202/962-1234

By Metrorail:  
 Judiciary Square—Red Line  
 Gallery Place-Chinatown—  
 Red, Green and  
 Yellow Lines  
 By Metrobus:  
 Routes D1, D3, D6, P6,  
 70, 71, 80, X2

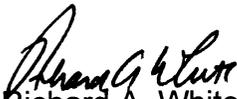
The Honorable Peter Shapiro  
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(2) Ultra Low Sulfur Diesel Fuel with CRT Filters (886)	0.0600	-
(3) CNG buses (164)	-	0.1594
Total Reductions:	<u>0.0674</u>	<u>0.1725</u>

These measures are designed to provide emissions reductions by 2005, and are available for meeting rate-of-progress, attainment, or contingency measure requirements.

Additional information on these measures can be obtained by contacting Ms. Lora Byala at (202) 962-1749.

Sincerely,

  
Richard A. White  
Chief Executive Officer



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

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

THOMAS F. FARLEY  
DISTRICT ADMINISTRATOR

PHILIP A. SHUCET  
COMMISSIONER

May 23, 2003

The Honorable Peter Shapiro  
Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, N.E.  
Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Shapiro:

Item 8 of the May 21, 2003 agenda for the National Capital Region Transportation Planning Board (TPB) seeks the TPB's approval of a letter to Phil Mendelson, Chairman of the Metropolitan Washington Air Quality Committee (MWAQC) concerning the inclusion in the regional air quality plan of revised MOBILE6 – based mobile emissions budgets, as well as additional Transportation Control Measures (TCMs) and vehicle technology-based and fuel-based measures which could reduce emissions from on-road mobile sources. The letter makes reference to attached letters from responsible implementing agencies which provide specific additional TCMs and vehicle-technology and fuel-based measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its meeting on May 28. Following the completion of the public comment period, the responsible implementing agencies will provide written commitments to a final set of measures for reducing mobile source emissions to be included in the updates to the air quality plan scheduled for submission to the Environmental Protection Agency (EPA) in late summer of this year.

The Virginia Department of Transportation (VDOT) recommends the following measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28 meeting:

No.	Project Category	2005 Emissions Reduction	
		VOC (tons/day)	NOx (tons/day)
1	3,200 park and ride spaces	0.033	0.085
2	16 miles of bicycle trails / lanes in Northern Virginia	0.005	0.005
3	100 bicycle lockers in Northern Virginia	0.0003	0.0006
	<b>TOTAL</b>	<b>0.0383</b>	<b>0.0906</b>

The Honorable Peter Shapiro  
May 21, 2003  
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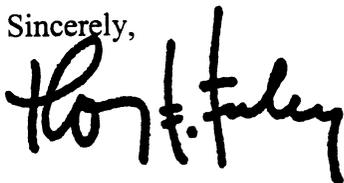
These measures are designed to provide emissions reductions by 2005, and are available for meeting rate-of-progress, attainment, or contingency measure requirements.

Additionally VDOT supports retention of the emissions reductions from an earlier set of TCMs. These projects have been completed and the revised emissions estimate from these projects is listed below. VDOT recommends including these measures and the associated emissions reductions in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28 meeting:

No.	Project Category	2005 Emissions Reduction	
		VOC (tons/day)	NOx (tons/day)
1	Construct park and ride spaces	0.028	0.081
2	Transit access improvements	0.016	0.039
3	Purchase of new transit buses	0.025	0.066
4	Improvement to pedestrian facilities near transit stations	0.001	0.002
5	Construct bus shelters	0.000	0.001
	<b>TOTAL</b>	<b>0.069</b>	<b>0.187</b>

Additional information on these measures can be obtained by contacting Mr. Kanathur Srikanth at (703) 383-2228.

Sincerely,



Thomas F. Farley

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



Office of the Director

May 23, 2003

The Honorable Peter Shapiro  
Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol Street, N.E.  
Suite 300  
Washington, D.C. 20002-4239

Dear Chairman Shapiro:

Item No. 8 of the May 21, 2003 agenda for the National Capital Region Transportation Planning Board (TPB) seeks the TPB's approval of a letter to Phil Mendelson, Chairman of the Metropolitan Washington Air Quality Committee (MWAQC) concerning the inclusion in the regional air quality plan of revised MOBILE6 – based mobile emissions budgets, as well as additional Transportation Control Measures (TCMs) and vehicle technology-based and fuel-based measures which could reduce emissions from on-road mobile sources. The letter makes reference to attached letters from responsible implementing agencies which provide specific additional TCMs and vehicle-technology and fuel-based measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its meeting on May 28, 2003. Following the completion of the public comment period, the responsible implementing agencies will provide written commitments to a final set of measures for reducing mobile source emissions to be included in the updates to the air quality plan scheduled for submission to the Environmental Protection Agency (EPA) in late summer of this year.

The District of Columbia Department of Transportation (DDOT) recommends the following measures for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28 meeting:

<u>Measure</u>	<u>Emissions Reductions</u>	
	<u>In 2005</u>	
	<u>VOC</u>	<u>NOx</u>
Bicycle Lanes (8 miles)	0.003500	0.0035
CNG Refuse Haulers (2)	0.000050	0.0020
Bicycle Racks (150)	<u>0.000600</u>	<u>0.0005</u>
Total Reductions:	0.004150	0.0065

**The Honorable Peter Shapiro**

**May 19, 2003**

**Page 2**

These measures are designed to provide emissions reductions by 2005, and are available for meeting rate-of-progress, attainment, or contingency measure requirements.

Additional information on these measures can be obtained by contacting Mr. Rick Rybeck at (202) 671-2740.

Sincerely,

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

Michelle Pourciau  
Deputy Director



**Maryland Department of Transportation**  
**The Secretary's Office**

**Robert L. Ehrlich, Jr.**  
 Governor

**Michael S. Steele**  
 Lt. Governor

**Robert L. Flanagan**  
 Secretary

**Trent M. Kittleman**  
 Deputy Secretary

May 27, 2003

The Honorable Peter Shapiro  
 Chairman  
 National Capital Region Transportation Planning Board  
 777 North Capital Street, N.E., Suite 300  
 Washington D.C. 20002-4239

Dear Chairman Shapiro:

On May 21, 2003, as part of agenda item 8, the National Capital Region Transportation Planning Board (TPB) approved a letter from TPB to MWAQC backing adoption of additional, region-wide transportation control measures (TCMs) in the severe-area air quality plan currently being prepared by the Metropolitan Washington Air Quality Committee (MWAQC).

Consistent with the intent of item 8, this letter transmits information on certain TCMs that the Maryland Department of Transportation recommends for inclusion in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28th meeting. These TCMs are presented below.

	<u>VOC (tpd)</u>	<u>NOx (tpd)</u>
• Grosvenor Metro Garage (1300 spaces)	0.006	0.0155
• Park and Ride lots	0.0066	0.0171
- MD 210/MD 273 (489 spaces)		
- I-270/MD 124 (517 spaces)		
- MD2/4 @ Ball Rd (31 spaces)		
- MD 231/fairgrounds (20 spaces)		
- MD 117/I-270 (260 spaces)		
- MD 2/4 @ Ball Rd (60 spaces) (expansion)		
<b>TOTAL</b>	<b><u>0.0126</u></b>	<b><u>0.0326</u></b>

These TCMs are designed to provide emissions reductions by 2005 and would be available for meeting rate of progress, attainment, or contingency measure requirements.

My telephone number is 410-865-1000  
 Toll Free Number 1-888-713-1414 TTY User Call Via MD Relay  
 7201 Corporate Center Drive, Hanover, Maryland 21076

Peter Shapiro  
Page Two

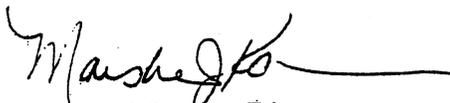
Following public comment on the TCMs presented above, MDOT will provide a written commitment for inclusion in the air quality plan updates scheduled for submission to the Environmental Protection Agency (EPA) later this year.

Additionally, MDOT supports retention of the emissions reduction from an earlier set of TCMS. These projects have been completed and the revised emission benefits are listed below. MDOT recommends including these measures and associated emission reductions in the draft air quality plan scheduled for release for public comment by MWAQC at its May 28th meeting.

PROJECT	2005	
	<u>VOC (tpd)</u>	<u>NOx (tpd)</u>
• MD Suburban Bus Replacements	0.01	0.025
• Transit Parking Facilities	0.004	0.009
• MARC replacement/ expansion coaches	0.036	0.100
• Bicycle Facilities	0.008	0.002
• Park and Ride Facilities	0.006	0.019
<b>TOTAL</b>	<b><u>0.064</u></b>	<b><u>0.115</u></b>

If you would like any additional information on these measures, you may contact me directly or you may contact Mr. Howard Simons in my office by email at [hsimons@mdot.state.md.us](mailto:hsimons@mdot.state.md.us) or by phone at 410-865-1296.

Sincerely,



Marsha J. Kaiser, Director  
Office of Planning and Capital Programming

## Ron Kirby

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**From:** Srikanth, Kanathur N. [Kanathur.Srikanth@VirginiaDOT.org]  
**Sent:** Wednesday, May 28, 2003 10:38 AM  
**To:** 'Ronald Kirby'  
**Cc:** 'Tom Biesiadny'; 'Alex Verzosa'; Ricardo Canizales (E-mail); 'Rick Viola'; Sorenson, Jo Anne; Curling, Samuel F.  
**Subject:** Northern Virginia Local Jurisdiction TCMs For the Severe Area Draft SIP

Greetings:

Listed below are the emissions reduction estimates for a few new TCMs proposed to be included in the draft severe area SIP scheduled to be released for public comment by MWAQC at its meeting on May 28, 2003.

These TCMs are being proposed by local jurisdictions of Northern Virginia with reference to TPB's May 21, 2003 letter to MWAQC concerning inclusion of MOBILE 6 based mobile emissions budgets as well as new TCMs in the draft SIP.

VDOT and TPB staff has worked with representatives of these local jurisdiction in estimating the emissions reductions from these measures.

I understand that a formal letter requesting the inclusion of these measures in the draft SIP is forthcoming. In the interim I request you to forward these measures and the associated emissions reductions to MWAQC for their consideration and action.

Should you have any questions in this regard please feel free to call me.

Sincerely,  
Kanti

### NoVA Local Government TCMs

ID	Measure	VOC (tpd)	NOx (tpd)
NV-9	Hybrid Vehicle Purchase	0.0009	0.0004
NV-10	Bicycle Lane/Trail	0.0124	0.0127
NV-11	Sidewalk Improvements	0.0007	0.0007
NV-12	CNG Buses	0.0004	0.0174
	<b>Sub-Total</b>	<b>0.0144</b>	<b>0.0312</b>