

AIR QUALITY CONFORMITY DETERMINATION
OF THE 2007 CONSTRAINED LONG RANGE PLAN
AND THE FY2008-2013
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
WASHINGTON METROPOLITAN REGION

January 16, 2008

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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

ABSTRACT

TITLE: Air Quality Conformity Determination of the 2007 Constrained Long Range Plan and the FY2008-2013 Transportation Improvement Program for the Washington Metropolitan Region

DATE: January 16, 2008

AGENCY: The Metropolitan Washington Council of Governments is the regional planning organization of the Washington area's major local governments. COG works on finding solutions to regional problems, especially those related to regional growth, transportation, housing, human services, and the environment.

ABSTRACT: This report documents the assessment of the 2007 Constrained Long Range Plan (CLRP) and the FY2008-2013 Transportation Improvement Program (TIP) with respect to air quality conformity requirements under the 1990 Clean Air Act Amendments. The assessment used criteria and procedures contained in the Environmental Protection Agency (EPA)'s final conformity rule, published in the November 24, 1993 Federal Register, with subsequent amendments and additional federal guidance published by the Environmental Protection Agency (EPA) and by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The assessment is a responsibility of the National Capital Region Transportation Planning Board (TPB).

The report presents an overview of the conformity requirements contained in the legislation and subsequent guidance, and documents the technical procedures used in the analysis including travel demand forecasting, emissions calculation procedures and impacts of transportation emission reduction measures. The analysis demonstrates that mobile source emissions, estimated for milestone years for the TIP and the long range plan, adhere to all carbon monoxide, ozone season volatile organic compound and nitrogen oxide emissions budgets established by the Metropolitan Washington Air Quality Committee (MWAQC) and approved by the EPA. Additionally, the "action scenario" (forecast year) emissions for fine particles (PM_{2.5}) pollutants (direct PM_{2.5} and precursor nitrogen oxide) are not greater than the base year 2002 emissions, thus satisfying the requirement for pollutants without an established budget. These results provide a basis for a determination of conformity of the 2007 CLRP and the FY2008-2013 TIP.

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EXECUTIVE SUMMARY

This report documents the air quality conformity assessment of the 2007 Constrained Long Range Plan (CLRP) and the FY2008-2013 Transportation Improvement Program (TIP) as carried out under the regulations contained in the Environmental Protection Agency's final rule, published in the November 24, 1993 *Federal Register*, with subsequent amendments and additional federal guidance published by the Environmental Protection Agency (EPA) and by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The process involved consultation with affected agencies such as the EPA, the FHWA, the FTA, and the Metropolitan Washington Air Quality Committee (MWAQC), as well as with the public. The assessment is a responsibility of the National Capital Region Transportation Planning Board.

The first chapter of this report provides a context for the analysis. Chapter II presents an overview of the conformity requirements. This includes a background section on guidance documents following the passage of the 1990 Clean Air Act Amendments, as well as an overview section of the conformity regulations.

Chapter III documents the technical methods and results of the analysis of the CLRP and TIP. The chapter begins with explicit consideration of the overall approach to performing the assessment, i.e., development of a work program which would address all technical and policy requirements of the regulations, respond to comments received on previous analyses and incorporate technical refinements. The discussion provides technical details relating to the travel demand forecasting procedures utilized (network development, transportation/land use interaction, trip table development, modal choice, and traffic assignment), the development of vehicular emissions rates and the subsequent calculation of emissions.

The primary air quality conformity assessment criterion for ozone season (volatile organic compounds and nitrogen oxides) and winter CO pollutants includes comparison of mobile source emissions estimates (developed for specified transportation plan and program years) to emissions budgets for each pollutant, established by MWAQC as part of state air quality implementation plan (SIP) requirements. The assessment criterion for fine particles (PM_{2.5}) pollutants (direct PM_{2.5} and precursor NO_x, which do not yet have established budgets) is that emissions for the "action scenario" (forecast years) must be no greater than those of the 2002 base year. Emissions estimates for all pollutants were developed for base year 2002 and for 2008, 2009, 2010, 2020, and 2030 forecast years, using both network analysis and off-line emissions assessment; additionally, VOC and NO_x emissions estimates were prepared for 2008 and 2009 for use in meeting 8-hour ozone SIP requirements. The results show that the 2007 CLRP and the FY2008-2013 TIP demonstrate adherence to relevant mobile source emissions budgets for all forecast years for ozone season and winter CO pollutants, and that forecast year fine particles pollutants emissions are not greater than the base year

2002 emissions.

Chapter IV addresses interagency and public consultation procedures. These procedures were originally developed in response to the November 1993 regulations and were subsequently updated in response to the August 15, 1997 amendments. The updated procedures were adopted by the TPB in May 1998 and were followed in development of this year's CLRP and TIP.

Chapter V presents the assessment of the 2007 CLRP and the FY2008-2013 TIP with respect to EPA's criteria and procedures. This chapter responds to specific sections of the conformity regulations on a point by point basis, documenting adherence of the overall conformity assessment to the specific technical, policy and procedural requirements.

Based upon this assessment, Chapter VI conveys the results of the study, that the technical analysis provides a basis for a determination of conformity of the 2007 CLRP and the FY2008-2013 TIP.

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LIST OF ACRONYMS

AWDT	Average Weekday Traffic
BMC	Baltimore Metropolitan Council
CAAA	Clean Air Act Amendments of 1990
CAC	Citizens Advisory Committee
CLRP	Constrained Long Range Plan
CMAQ	Congestion Mitigation & Air Quality
CO	Carbon Monoxide
DC DOT	District of Columbia Department of Transportation
DTP	(COG's) Department of Transportation Planning
FAMPO	Fredericksburg Area Metropolitan Planning Organization
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
G/MI	Grams Per Mile
HOV	High Occupancy Vehicle
I/M	Inspection and Maintenance
LOV	Low Occupancy Vehicle
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MWAQC	Metropolitan Washington Air Quality Committee
MWCOG	Metropolitan Washington Council of Governments
NO _x	Nitrogen Oxides
P's & A's	Productions and Attractions
PM _{2.5}	Fine Particles
PNR	Park and Ride Lot
SIP	State Implementation Plan
TAD	Transportation Analysis District
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measure
TERM	Transportation Emission Reduction Measure
T/D	Tons Per Day
TIP	Transportation Improvement Program
TPB	Transportation Planning Board
US DOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
V/C	Volume to Capacity Ratio
VDOT	Virginia Department of Transportation
VDRPT	Virginia Department of Rail and Public Transportation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WMATA	Washington Metropolitan Area Transit Authority

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION FINDING THAT
THE 2007 CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2008-2013
CONFORM WITH THE REQUIREMENTS OF THE
CLEAN AIR ACT AMENDMENTS OF 1990**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, on February 19, 2004, the Metropolitan Washington Air Quality Committee (MWAQC) approved the region's severe area ozone State Implementation Plan (SIP) and on February 23, 2004 the state air agencies submitted this SIP with its associated mobile source emissions budgets to EPA; and

WHEREAS, in the May 13, 2005 *Federal Register* EPA approved SIP revisions submitted by the District of Columbia, Maryland, and Virginia, which included these mobile emissions budgets in a demonstration of attainment of the one-hour national ambient air quality standard for ozone; and

WHEREAS, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on March 15 and approved by the TPB at its May 16, 2007 meeting; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to

2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, while progress was made during 2007 in Congress and the legislatures of Maryland, Virginia, and District of Columbia to identify additional revenues for WMATA's future capital needs, this additional revenue was not assumed to be available in the financial plan and the transit ridership constraint to or through the core area was applied in the 2007 CLRP conformity analysis using 2010 ridership levels ; and

WHEREAS, on December 13, 2007, the draft Air Quality Conformity Determination of the 2007 CLRP and the FY 2008-2013 TIP, the draft 2007 CLRP and the FY 2008-2013 TIP and web-based information were released for a 30-day public comment period and inter-agency review, and the comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008; and

WHEREAS, the analysis reported in *Air Quality Conformity Determination of the 2007 Constrained Long Range Plan and the FY 2008-2013 Transportation Improvement Program for the Washington Metropolitan Region*, dated January 16, 2008 demonstrates adherence to the approved mobile source emissions budgets for volatile organic compounds and nitrogen oxides, demonstrates that fine particle emissions (PM_{2.5}) meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan and program with the requirements of the CAAA; and

WHEREAS, in the attached letter of January 9, 2008, MWAQC has provided favorable comments on the *Air Quality Conformity Determination of the 2007 Constrained Long Range Plan and the FY 2008-2013 Transportation Improvement Program for the Washington Metropolitan Region*, and also urged "... States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is currently necessary for conformity";

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2007 Constrained Long Range Plan and the Transportation Improvement Program for FY 2008-2013 conform with all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on January 16, 2008

I. INTRODUCTION

The Washington region is currently designated nonattainment for the federal health standards for ozone and fine particles (PM_{2.5}). Clean air legislation in 1977 provided that a metropolitan planning organization may not approve any transportation project that did not conform to the approved state implementation plan (SIP) for the attainment of clean air standards. This established the responsibility on the part of COG/TPB to review transportation plans and programs and affirm that they conformed to air quality state implementation plans for the region.

This requirement means that TPB plans, programs and projects must be consistent with clean air objectives. In the 1990 Clean Air Act Amendments conformity to an implementation plan is defined as conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards. In addition, Federal activities may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment.

II. CONFORMITY ASSESSMENT - REQUIREMENTS

A. BACKGROUND

On November 15, 1990 President Bush signed into law the Clean Air Act Amendments of 1990. This legislation specified dates by which clean air standards must be attained and required preparation of a plan identifying the measures to be employed and an implementation schedule for attainment. In the Washington region the ozone standard was to have been met by November 15, 1999.

The clean air act legislation also specified that revised conformity procedures be brought into use, including the "interim" period before revised air quality attainment plans were prepared. According to the law, conformity would be demonstrated if:

"(A) the transportation plans and programs - (i) are consistent with the most recent estimates of mobile source emissions; (ii) provide for the expeditious implementation of transportation control measures in the applicable implementation plan; and (iii) with respect to ozone and carbon monoxide nonattainment areas, contribute to annual emissions reductions..."; and "(B) the transportation projects - (i) come from a conforming transportation plan and program..."; and "(ii) in carbon monoxide nonattainment areas, eliminate or

reduce the severity and number of violations of the carbon monoxide standards in the area substantially affected by the project". In June 1991 US EPA and US DOT jointly issued the report, Guidance for Determining Conformity of Transportation Plans, Programs and Projects With Clean Air Act Implementation Plans During Phase I of the Interim Period, to provide guidance regarding the criteria and procedures to be followed by metropolitan planning organizations in making conformity determinations. The guidance indicated that "...conformity must now be based on detailed analysis of the potential impacts of transportation plans, programs, and projects on air quality", and provided procedures and definitions for conducting the analysis.

In Summer 1991, using the procedures contained in the guidance document, COG staff performed the first such "systems level" analysis, evaluating the FY92-96 Transportation Improvement Plan (TIP) and the regional long range plan. This analysis provided a general framework for subsequent TIP conformity evaluations.

For the assessment of the ozone season emissions reduction requirement for transportation plans and programs, the guidance document identified a comparison of emissions for future "build" versus "no-build" conditions. The resulting work tasks involved network simulations of regional travel demands and estimates of emissions for alternatives in three forecast years: 1996 - the end of the TIP period; 1999 - the attainment year in the region for ozone; and 2010 - the target year for the region's long range plan. In each case fewer volatile organic compound (VOC) emissions resulted with the "build" condition. Finding that the analysis provided a basis for determining conformity, on September 18, 1991 the TPB adopted the plan and program as conforming elements in support of the Clean Air Act Amendments of 1990 and the attainment of air quality standards for the Washington region.

Federal agencies provided additional guidance for subsequent analyses of the FY93-98 and FY94-99 TIPs. In an October 1991 joint release from DOT and EPA, the June 1991 guidance report was reaffirmed as the basis for conformity assessments. In July, 1992 Mr. Kevin Heanue, Director of FHWA's Office of Environment and Planning, sent a memo to Regional Administrators, which contained some additional guidance. The memo specified that in addition to the "build versus no-build" criterion, reductions from a 1990 base would also have to be demonstrated in order for a conformity finding to be made. Accordingly, staff incorporated this guidance into all subsequent evaluations of TPB plans and programs.

B. CONFORMITY REGULATIONS

Spring - Fall 1994 Experience

The November 24, 1993 *Federal Register* contained EPA's final rule (subsequently amended) on transportation conformity (Reference 1). This action established regulations governing procedures which FHWA, FTA and MPOs must carry out and specific requirements to which transportation plans, programs and projects must adhere. The regulations are comprehensive, covering definitions and specific technical, procedural, consultation and policy aspects of the analyses. Criteria and procedures to be employed are related to the area's standing with EPA in terms of its status in meeting state implementation plan requirements. Different tests apply depending on the time period and whether SIP revisions have been filed with EPA, which establish emissions budgets leading towards reasonable further progress and attainment of air quality standards.

The development of the FY95-2000 TIP and associated CLRP updates represented COG/TPB's first experience under the new regulations. That work established a basis of new procedures for meeting the new requirements, technical and consultative. Specifically, that year's conformity analysis, adopted by the TPB on September 21, 1994, met all of the technical requirements under the federal regulations.

On the consultation side, staff went through a lengthy process involving EPA and state and local air quality agencies to develop and execute transportation and air quality conformity consultation procedures. These procedures have been organized into a separate report, Transportation Planning Board Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs (Reference 4). (These procedures were also adopted by the Board initially on September 21, 1994 and subsequently updated in response to EPA's August 15, 1997 amendments and formally adopted by the TPB on May 20, 1998.) Similarly, the consultation procedures executed as part of that conformity analysis also met all requirements under the federal conformity regulations.

Subsequent Experience

(1) Revisions to Technical Process

The regulations also established further technical requirements for conducting the travel demand forecasting and emissions analyses to be used to support conformity determinations. The applicability of these requirements would be phased in as of

January 1, 1995 for the Washington region, as an area in the "serious" ozone nonattainment category.

Staff undertook to address these requirements shortly after the regulations were published in November 1993. This involved significant transportation research activities, the most critical of which involved the development of a modeling capability to "recycle" congested system performance characteristics from the traffic assignment phase back to the trip distribution phase. Following months of staff work, under the policy and technical direction of the Travel Forecasting Subcommittee of the TPB Technical Committee, new procedures were adopted and used for the first time in production in the conformity analysis of the FY95-2000 TIP referenced above. These procedures have been incorporated into COG/TPB's regional travel demand forecasting processes and have also been used in all subsequent conformity assessments. The latest version of these procedures (referred to as the Version 2.1D #50 model) is documented in the COG/TPB Travel Forecasting Model Version 2.1TP+, Release D Calibration Report, (Reference 24) and meets all conformity regulations phased into applicability in the Washington region as of January 1, 1995.

(2) Revisions to Assessment Criteria

EPA's August 15, 1997 amendments to its conformity regulations enabled the transition to emissions budget tests, in lieu of the "action - baseline" emissions comparisons, following: (1) submission to EPA of a state implementation plan to establish appropriate mobile source emissions budgets for VOC and NOx and (2) review of the budgets and affirmative action by EPA to determine that the budgets were adequate for conformity purposes. These requirements were met initially with the October 23, 1997 submission by the District of Columbia, Maryland and Virginia air management agencies of MWAQC's Phase I Attainment Plan (Reference 7) to EPA and with EPA's subsequent review and adequacy determination of the budgets. These actions moved the Washington area away from "interim period" and "transitional period" conformity classifications and into a "control strategy" status. This enabled the air quality conformity assessment of the FY99-04 TIP to proceed through adherence to an emissions budget for each pollutant, rather than through use of the previous "action-baseline" emissions comparisons. While such budget adherence criteria were also utilized in that assessment, some significant updates in EPA's emissions budget "adequacy review procedures" also occurred, as described below.

(3) Impacts of March 1999 Court Decision

A March 2, 1999 court decision against EPA remanded several sections of the August 1997 conformity regulations to EPA for revision. Following this decision, EPA and

FHWA/FTA issued guidance (References 2 and 3) for use in the interim period until new regulations could be promulgated. One element of the guidance affected subsequent years' conformity assessments: the establishment of an adequacy review period of up to 90 days for mobile source emissions budgets contained in state air quality implementation plans submitted to EPA. This requirement affected EPA's review of MWAQC's Phase I Attainment Plan for ozone, which was submitted to EPA in May 1999 by the District of Columbia, Maryland and Virginia air management agencies. Following EPA's approval as being adequate for conformity purposes, new VOC and NO_x motor vehicle emissions budgets were used in the conformity assessment of the 1999 CLRP and FY2000-2005 TIP (Reference 15). Similarly, MWAQC's Phase II Attainment Plan (Reference 16) in Spring 2000 led to updated emissions budgets, which were used in air quality conformity analyses leading to amendments to the 1999 CLRP and FY2000-2005 TIP (Reference 17), as well as the 2000 CLRP and FY2001-2006 TIP (Reference 18).

(4) Impacts of July 2002 Court Decision

On July 2, 2002 the US Court of Appeals for the District of Columbia vacated the EPA's approval of the State Implementation Plans (SIPs) for the Washington region and recommended them to EPA for further consideration. The mobile emissions attainment budgets in those SIPs were also vacated. In a communication of July 15, 2002, (Reference 23) EPA stated that the mobile budgets then in place for the Washington region were the Rate of Progress (ROP) budgets. EPA also stated its intention to make the attainment budgets effective through a new adequacy finding, and recommended that the TPB demonstrate conformity to both the ROP budgets and the attainment budgets. As documented in Chapter 3 of that report (Reference 25), emissions for all milestone years associated with the 2002 CLRP and FY2003-2008 TIP adhered to both sets of budgets requirements.

(5) 'Severe Area SIP' with MOBILE6 Budgets

In January 2003 EPA reclassified the Washington, D.C., Maryland, Virginia ozone nonattainment area from 'serious' to 'severe'. In anticipation of this, MWAQC was in the process of executing a work program to meet Clean Air Act requirements for severe areas, to attain the health standards by November 15, 2005. Such requirements included: assessment of rate of progress towards attainment; analysis of reasonably available control measures; selection of and commitment to control strategies; demonstration of attainment; and contingency measures.

In January 2002 EPA released an updated version of its mobile emissions factor model, MOBILE6 (Reference 27), or more recently MOBILE6.2 (Reference 29). Since this new

model version offered significant improvements to the estimation of emissions rates, its use was incorporated into the analysis to develop the 'severe area SIP'. Inputs to the MOBILE6 model were developed through the formation of a joint TPB and MWAQC technical group, called the Mobile6 Task Force, and with consultant assistance to COG. Mobile source emissions inventories developed under this work program, for 1990, for rate of progress years, and for the 2005 attainment year, provided the basis for the mobile source component of that plan (referred to in this report as the 'severe area SIP' and included as Reference 28).

Following the completion of the planning and regulatory requirements, MWAQC adopted this plan on August 13, 2003 and the District of Columbia, Maryland and Virginia air management agencies submitted it to EPA. Of critical importance to this transportation conformity assessment is the specification in Chapter 9 of that plan of mobile source emissions budgets. The SIP sets VOC and NO_x emissions budgets of 98.1 and 237.4 tons per day, respectively. On December 16, 2003 these budgets were certified by the EPA as being 'adequate' for conformity. The 2003 CLRP and FY2004-2009 TIP were subsequently found to be in conformity through a demonstration of adherence to the budgets.

(6) FY 2005 Conformity Assessments

A. Final 1- Hour Ozone Assessment

In November 2004 the TPB approved the air quality conformity assessment of the 2004 CLRP and FY2005 - 2010 TIP. This analysis effort, documented in detail in Reference 31, marked the use of the Version2.1D #50 travel demand model and updated emissions post-processor. This assessment contained significant refinements to both the travel demand forecasting and air quality analysis processes, implemented following an earlier review performed by the Transportation Research Board. As EPA also finalized nonattainment designations and conformity requirements for the 8-hour standards during this time period, revoking the 1-hour standard as of June 15, 2005, this represented the region's final 1-hour ozone conformity assessment.

B. Transition to 8-Hour Ozone Standard

On April 15, 2004 EPA designated the Washington, DC - MD - VA region as 'moderate' nonattainment for the 8-hour ozone standard. The geographic coverage for the 8-hour area is smaller than the long-standing 1-hour area, since Stafford County, VA was removed. Publication on July 1, 2004 of the final rule for transportation conformity provided conformity assessment criteria and specified a one year grace period for demonstrating conformity to the new standard. Staff then prepared an "8-Hour Ozone

Standard Conformity Assessment Scope Of Work” as a supplement to the 1-hour ozone assessment ongoing at that time. Included among EPA’s conformity assessment criteria was use of existing 1-hour emissions budgets, since this work preceded SIP developmental work and creation of mobile source emissions budgets relevant to the 8-hour standard. The TPB approved this work scope in October 2004 and staff then executed the work tasks, which also included analyzing 2010 as the attainment year for the 8-hour ozone standard. Following public comment and interagency consultation, the Board adopted the final conformity assessment report in January 2004. FHWA and FTA approved both the 1-hour and 8-hour ozone assessments in June 2005.

(7) Introduction of Fine Particles (PM2.5) Standards

On December 17, 2004 the Environmental Protection Agency (EPA) designated 224 counties, as well as the District of Columbia, that exceeded the health-based standards for fine particles (PM2.5) as nonattainment areas. PM2.5 standards refer to particulate matter less than or equal to 2.5 micrometers in diameter. The Washington, DC-MD-VA area (consisting of the Washington metropolitan statistical area, excluding Stafford County, Virginia, and Calvert County, Maryland) was designated nonattainment for PM2.5 (see Exhibit 2 for area), and is required to attain clean air as soon as possible but no later than 2010.

As published in the January 5, 2005 Federal Register, these PM2.5 nonattainment designations became effective on April 5, 2005. Nonattainment areas are required by early 2008 to submit to EPA a state implementation plan (SIP) to define the expected methods for reducing the fine particulate matter level in the air and emissions of PM2.5 precursors. However, the new standards affected transportation conformity planning requirements immediately: areas were given a 1 year grace period starting April 5, 2005 in which to demonstrate conformity of transportation plans and programs to the new standards. TPB staff conducted a conformity assessment for PM2.5 (Reference 35) in the Fall of 2005, which was adopted by the TPB on December 21, 2005. The assessment received federal approval prior to the April, 2006 deadline.

C. REPORT ORGANIZATION

Chapter III of this report documents the technical methods utilized and results obtained in analyzing the 2007 CLRP and the FY2008-2013 TIP. Chapter IV documents the consultation procedures followed in the conformity assessment.

Chapter V presents the conformity assessment of the plan and program, responding to specific sections of the conformity regulations on a point by point basis and

documenting adherence of the overall conformity work effort to the specific technical, policy and procedural requirements. Chapter VI presents findings of the analysis.

III. TECHNICAL METHODS

A. APPROACH

In developing the work program for this year's conformity assessment, contained as Appendix A of this report, staff identified latest planning assumptions and modeling techniques, and considered requirements of the conformity regulations, as well as requirements associated with, and comments received upon, past conformity analyses. Since MWAQC prepared an 8-hour ozone SIP earlier this year and the state air agencies transmitted it to EPA in June, there is a likelihood that new VOC and NOx mobile source emissions budgets for 2008 and 2009 contained therein would be applicable for use in this assessment, i.e., once EPA approved the budgets or found them to be adequate for use in conformity. Accordingly, these two additional forecast years were established as milestone years for the ozone element of the work program.

Tasks included: preparation of base year 2002 and forecast years representing 2008, 2009, 2010, 2020, and 2030 for ozone season, and 2010, 2020, and 2030 forecasts for PM2.5, and wintertime CO analysis; use of current land activity forecasts for the region (Round 7.1 Cooperative Forecasts- Reference 42); use of the refined Version 2.2 (References 40 and 41) travel demand modeling process which incorporates updated travel characteristics based upon travel survey and Highway Capacity Manual information; and use of a refined Mobile Emissions Post-Processor (Appendix E using latest travel demand and mobile emissions planning assumptions), and Mobile6.2. Staff conducted a parallel technical process to identify and analyze Transportation Emission Reduction Measures (TERMs) for ozone season pollutants, as well as for PM2.5 pollutants, under the oversight of the TPB Technical Committee and its Travel Management Subcommittee. This work is documented in Reference 13.

Staff drafted a work program for the analysis and presented it to regional technical and policy committees starting in March 2007. Staff also coordinated the draft work program with EPA, FHWA, FTA and the state and local air management agencies through the TPB consultation procedures. This scope, revised to reflect review comments, was adopted by the TPB on May 16, 2007. Staff execution of the work activities is described in the following overview.

B. TECHNICAL WORK ACTIVITIES

Technical work activities for the 2007 CLRP and FY2008-2013 TIP included the preparation of volatile organic compound (VOC), ozone season nitrogen oxide (NO_x), direct PM_{2.5}, PM_{2.5} precursor NO_x, and wintertime carbon monoxide (CO) emissions inventories for specified years associated with the plan and program (base year 2002 and forecast years 2010, 2020, and 2030); additionally, to meet upcoming new 8-hour ozone requirements, 2008 and 2009 inventories were also prepared for VOC and NO_x. These inventories address a primary conformity assessment criterion to demonstrate that the plan and program adhere to established mobile source emissions budgets for ozone season and wintertime CO pollutants. The inventories also allow the baseline (2002) vs. action (forecast year) comparison required for the PM_{2.5} pollutants, in which the forecast year emissions may be no greater than those of 2002.

The mobile source emissions estimation process utilized in this analysis involved the separate estimation of travel, vehicle and additional components. This structure is shown in Exhibit 1. While lengthy modeling procedures are involved to compute various travel components (number of trips, vehicle miles of travel, system performance, etc.) and rates of emissions (cold start emissions, tailpipe emissions, etc.) for each simulation, the calculation of mobile source emissions ultimately becomes a simple multiplication of a travel component by a rate of emissions associated with that component. As seen in the exhibit, the number of trip origins multiplied by a (gram/trip) cold start emissions rate yields an estimate of startup emissions. Vehicle miles of travel (VMT) multiplied by a (gram/mile) rate yields running emissions, and so on.

Exhibit 1 also illustrates the comprehensive scope of emissions contained in the mobile source inventory, addressing elements not directly available from current travel demand modeling procedures. This includes emissions associated with the number of vehicles in the region, "auto access" emissions and bus emissions. Exhibit 2 graphically defines the geographical analysis areas of the travel demand model (modeled area), the 1-hour ozone nonattainment area (1983 Metropolitan Statistical Area), the PM_{2.5} nonattainment area, and the wintertime CO nonattainment area.

Emissions impacts associated with Congestion Mitigation and Air Quality (CMAQ) projects were also analyzed, in an off-line basis primarily by the sponsoring agencies, as a requirement associated with their use. These projects, and other similar projects funded by categories other than CMAQ, are also specifically considered in the analysis for the emissions budget and emissions reductions tests. Exhibit 3 presents an overview of the network analysis work activities and shows their interrelationship. This

EXHIBIT 1

Analysis Structure for On-Road Mobile Source Emissions

	<u>Transportation Component</u>	X	<u>Emission Factor</u>	=	<u>Emissions</u>
A. Network	1. Trip origins		Cold start rate (g/trip)		Startup
	2. VMT		Stabilized rate (g/mile)		Running
	3. Trip destinations		Hot soak (g/trip)		Hot soak
B. Off-Network	4. Number of vehicles (gasoline fueled)		Diurnal rate (g/day)		Diurnal evaporative
	5. Number of vehicles (gasoline fueled)		Resting loss (g/day)		Resting loss
	6. Auto access to transit		Travel components (above)		Startup, running, hot soak
	7. School & transit bus VMT		(HDDV) Stabilized rate (g/mile)		Running
	8. Local Road VMT		Stabilized Rate (g/mile)		Running

EXHIBIT 2

Washington, D.C.- Maryland - Virginia Planning Areas

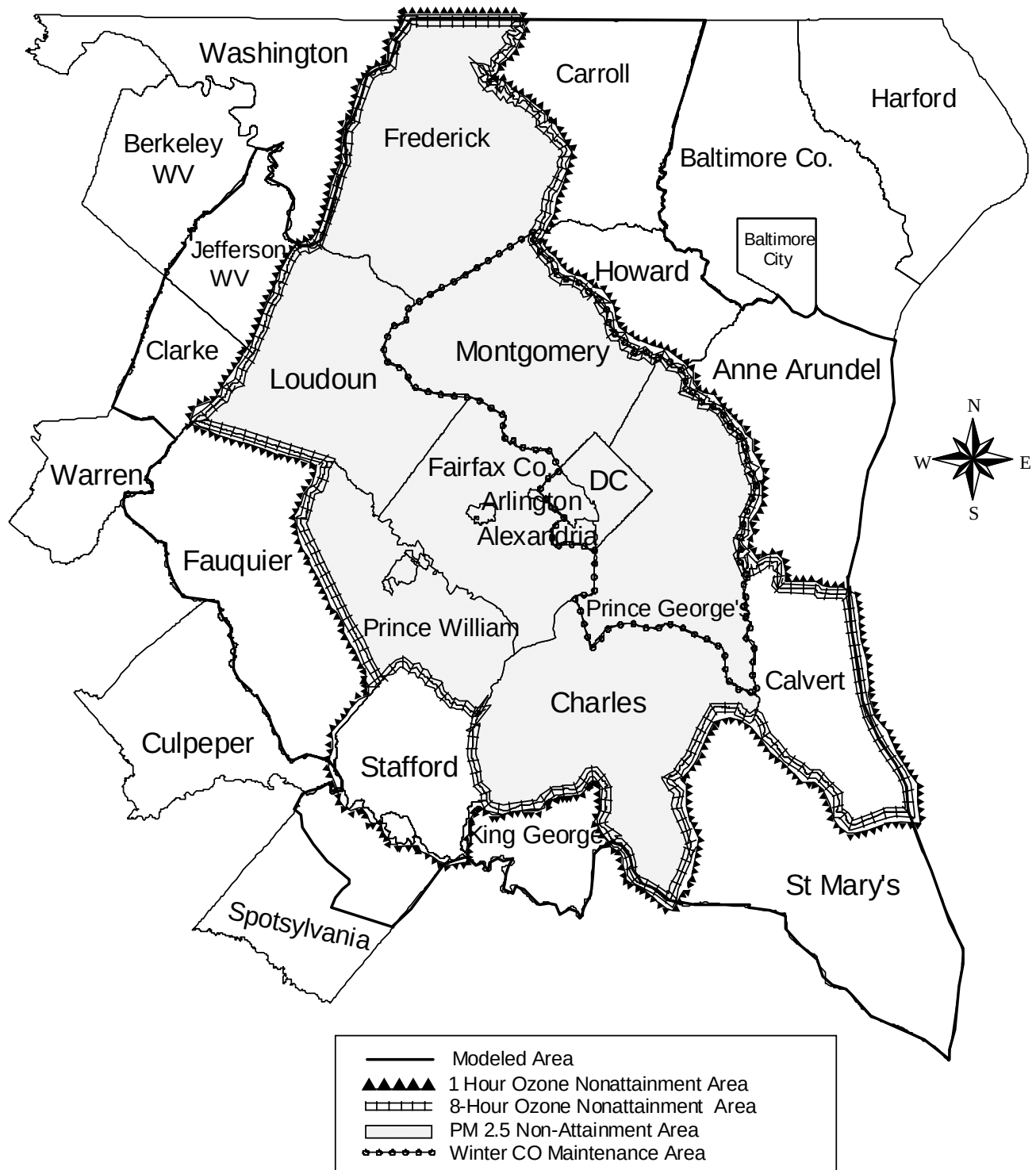
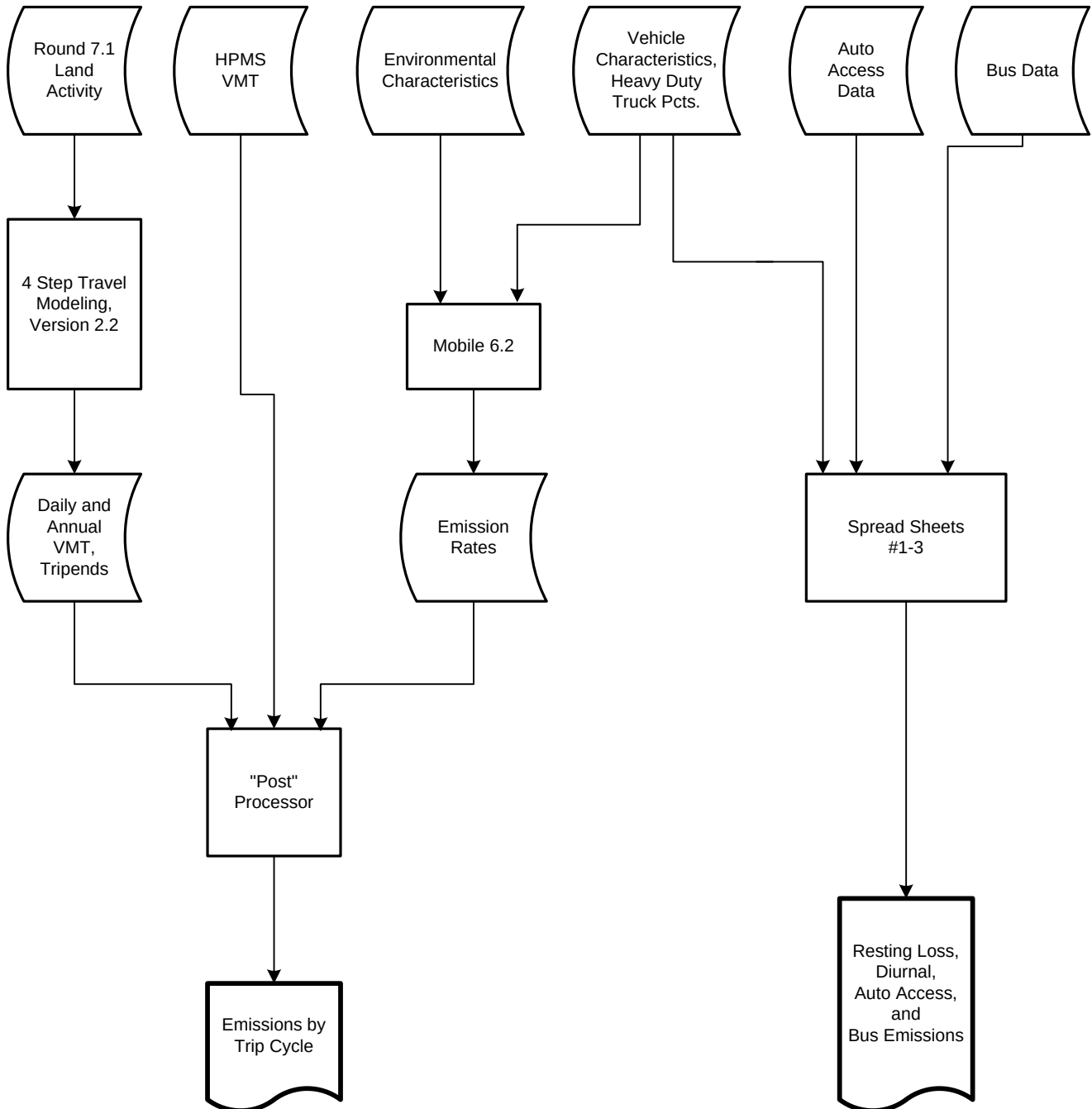


EXHIBIT 3

ON-ROAD MOBILE SOURCE EMISSIONS CALCULATIONS



C8EXH3.VSD

schematic illustrates the major operations only. It is useful, however, in conveying an overview of the major steps of the emissions calculation process from a data processing vantage. The "post-processor" is the emissions calculation software in use at COG for conformity analyses and SIP planning. Spreadsheets 1 - 3 address calculations required in assessing vehicle, auto access, school bus, and transit bus emissions, respectively.

An overview of the major components relating to traditional COG/TPB systems level analyses is presented below. The discussion of the process is organized into the three main functional areas of: Travel Forecasts, Emission Rates, and Emissions Calculations.

C. TRAVEL FORECASTS

As described above, the preparation of travel forecasts for each of the conformity alternatives was carried out using the Version 2.2 modeling process. As part of the technical methods originally employed in the 1999 CLRP / FY2000-2005 TIP amendments approved in July 2000, transit capacity constraint procedures, modified currently to constrain at 2010 levels, were applied to better relate transit forecast levels with transit carrying ability. These procedures are documented in Reference 17.

As in last year's analysis, in addition to existing toll facilities, the 2007 CLRP and the FY2008-2013 TIP includes the ICC in Maryland, and portions of the Virginia beltway and Shirley highway as managed facilities, with time-of-day tolls used to ensure that a high level of service is maintained throughout the day. References 30 and 32 document these procedures.

In past years all travel demand and emissions estimates were reported for an annualized average weekday (tons per day). That is still the case for ozone season and wintertime CO pollutants, however PM_{2.5} pollutants are reported using annual totals, which requires the application of seasonal travel adjustment factors. Since seasonal travel totals have to include weekend travel as well as weekday travel, it was necessary to prepare adjustment factors to represent ADT occurring in each season of the year. The lower table in Exhibit 10 presents the seasonal adjustment factor necessary to develop ADT VMT for each season, initially applied in the conformity assessment of the 2007 CLRP and FY2007 - 12 TIP.

Network Development

Work on this task began in last winter with the request for project inputs to the 2007 CLRP and the FY2008-2013 TIP. All project submissions were reviewed and organized by DTP staff into transportation networks for appropriate forecast years, according to

the project's completion date as estimated by the programming agency. The TPB approved the project inputs at its May 16, 2007 meeting.

Summaries of key assumptions for each forecast year are contained as Exhibits 4 - 6. Exhibit 4 shows major transit elements. Exhibit 5 shows coded HOV & HOT improvements. Exhibit 6 presents mileage summaries for the highway system, according to LOV and HOV/HOT lane miles, and for the rail transit system.

These projects, summarized by state, agency, project characteristics and completion date are contained as Appendix B to this report. The list contains highway and HOV/HOT projects, followed by transit projects. Each project submission was reviewed and, where appropriate, coded into gravity model, modal choice and assignment networks. In many cases the project inputs could not be coded into a regional network since such projects did not involve changes in capacity (e.g., transit operating assistance, highway rehabilitation, bridge reconstruction) or were too small to show up at the regional level (e.g., intersection improvements, improvements to a facility which is not contained in the regional networks).

The COG modeled area includes counties outside the MSA to enable better simulation results within the MSA. Project inputs from these outer counties are provided by their respective MPOs, state DOTs, or county DOTs, and are coded, when appropriate, into the highway and transit networks. While travel demand estimates include all counties in the modeled area, emissions estimates are only tabulated for the defined nonattainment area for each pollutant. As stated above, the modeled area, and the nonattainment areas for each pollutant analyzed, are shown in Exhibit 2.

Transportation/Land Use Interaction

In January 1994 a major milestone in the preparation of updated land activity forecasts for the Washington metropolitan area was achieved with the adoption by the COG Board of Round 5 Cooperative Forecasts. As was done with previous rounds, the Round 5 results contained control totals of households, population and jobs at the jurisdictional level, in five year increments through time to a new horizon year of 2020. In order to assess the interaction between land activity and transportation system performance, the forecasts were adopted in draft form and work tasks were executed to assess the transportation system impacts of the new forecasts. Following the estimation of travel demands associated with the draft forecasts, members of the Planning Directors Committee and their Cooperative Forecast and Data Subcommittee revisited the draft Round 5.0 forecasts.

EXHIBIT 4**MAJOR TRANSIT IMPROVEMENTS FROM 2002 BASE**

	SERVICE	LIMIT
2008:		
	MARC	Frederick to Pt. of Rocks
	MetroRail / Marc	Silver Spring Intermodal Transit Facility
	Metrorail	Addison Road to Largo
	Metrorail	NY Avenue Station
	Streetcar	Anacostia Streetcar Phase 1 (Firth Sterling/S. Capitol St. to Howard Rd/MLK Jr. Ave.)
	Bus	Georgia Avenue Rapid Bus (Eastern Ave./Silver Spring Metro Station to Archives Navy Memorial Metro Station)
	Bus	Pennsylvania Avenue Rapid Bus (Archives Navy Memorial Metro Station to Naylor Rd Metro Station)
	Bus	K - St. Busway (Mt. Vernon Sq. to Washington Circle)
	Bus	Crystal City/Potomac Yards Busway (Glebe Rd Ext. to 26th Street South)
2009:		
		SAME AS 2008, PLUS
	Bus	Crystal City/Potomac Yards Busway (26th Street South to Crystal City Metro)
2010:		
		SAME AS 2009, PLUS
	Metrorail	Revised Operating Plan
	VRE	Cherry Hill Commuter Rail Station
	VRE	Manassas & Fredericksburg lines Service Improvements
	Bus	ICC Corridor Bus Improvements
	Bus	New and Modified Service for I-95/I-395 HOV/HOT lanes-2010 level

EXHIBIT 4**MAJOR TRANSIT IMPROVEMENTS FROM 2002 BASE**

	SERVICE	LIMIT
2020:		
		SAME AS 2010, PLUS
	Metrorail	Revised Operating Plan
	Metrorail	Dulles Corridor Rapid Transit (East Falls Church to VA 772)
	Rail	Purple Line Transitway (Silver Spring to Bethesda)
	Corridor Cities Transitway	Shady Grove to Comsat
	BRT	Crystal City/Potomac Yard (Glebe Rd Ext to Crystal City Metro)
	Bus	Potomac Yard Transit Bus Lanes (Four Mile Run to Braddock Road)
	Bus	New and Modified Service for Beltway HOT lanes-2020 level
	Bus	New and Modified Service for I-95/I-395 /HOT lanes-2020 level
2030		
		SAME AS 2020, PLUS
	Metrorail	Potomac Yards Station
	Bus	US-1 bus/right-turn lanes (VA-235 North to SCL Alexandria)
	Bus	New and Modified Service for Beltway HOT lanes-2030 level
	Bus	New and Modified Service for I-95/I-395 /HOT lanes-2030 level

CODED HOV/HOT IMPROVEMENTS FROM 2002 BASE:

	FACILITY	IMPROVEMENT	LIMITS	DEFINITION
2008:				
	US 50	Construct	E. of US 301 / MD 3 to E. of I-95/I-495	2+
	I-66	Widen	VA 234 (Prince Wm. Parkway) to VA 234 Business (Sudley Road)	2+
2009:				
			SAME AS 2008, PLUS	
	I-95 Wilson Bridge	Construct	US 1 (VA) to MD 210	3+
2010:				
			SAME AS 2009, PLUS	
	I-66	Widen	US 29 (Gainesville) to VA 234 (Prince William Parkway)	3+
	I-95/I-395	Widen/Construct	Eads St to VA 610 in Stafford Co. (HOT lanes)	3+
	Fairfax Co. Pkwy.	Construct	US 50 to I-66	3+
	Fran./Sprfld. Pkwy.	Construct	Ffx. County Pkwy. to Frontier Drive	3+
2020:				
			SAME AS 2010, PLUS	
	I-66	Widen	US 15 to US 29 (Gainesville)	3+
	I-270	Const./Re-sign	Shady Grove Metro to I-70	3+
	I-495	Construct	S. of Georgetown Pike to American Legion Bridge	3+
	I-495	Construct	I-395/I-95 to S. of Georgetown Pike (HOT)	3+
	Fairfax Co. Pkwy	Construct	VA 267 (Dulles Toll Rd) to US 50	3+
	Fairfax Co. Pkwy	Construct	VA 640 (Sydenstricker Rd) to Franconia/ Springfield Pkwy	3+

NOTE: All HOV facilities assumed HOV 3+ by 2010

EXHIBIT 6

RAIL AND ROAD MILES

(modeled area)

	LOV	HOV/HOT	METRORAIL	MD/DC*	VA**
	LANE MILES	LANE MILES	MILES	NON-METRO RAIL MILES	NON-METRO RAIL MILES
	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
2002	19,216	187	96	116	95
2008	19,790	207	106	132	95
2009	19,866	217	106	132	95
2010	20,356	281	106	132	95
2020	21,827	365	131	149	95
2030	22,029	365	131	149	95

* Includes MARC, Bi-County Transitway, and Corridor Cities Transitway in Maryland, and Anacostia Street Car in the District of Columbia

** Includes VRE

Following their work of making updates where appropriate, a new round of forecasts, called Round 5.1, was prepared and adopted by the COG Board in May 1994. Similar processes involving Rounds 5 through 7 updates were executed for the analysis of subsequent plans and programs. On March 14, 2007 COG's Metropolitan Development Policy Committee released Round 7.1 forecasts for use in conformity testing of the proposed amendments to the 2007 CLRP and the FY2008-2013 TIP. Because the modeled area extends beyond the COG cooperative forecasting area, there is coordination with the surrounding jurisdictions to include the most recently approved land activity forecasts for the outer areas. In this year's analysis, Baltimore Regional Council's (BMC's) new forecasts, Round 7 were used.

Exhibit 7 presents Round 7.1 household data for each of the years in the conformity assessment; the table shows a 44% increase from year 2002 to the year 2030 throughout the MSA. Exhibit 8 presents similar data for the employment assumptions and shows a 45% increase over this period. The employment data reflect census adjustments (see Reference 33).

Trip Table Development

After coding the networks, staff proceeded with the trip generation and trip distribution steps within the travel forecasting process. The travel modeling process utilized in this work represents a trip generation and distribution model set based upon results obtained through analysis of the 1994 Household Travel Survey in model calibration and subsequent model validation for year 2000. Separate person trip tables were prepared for home based work and nonwork purposes (for input to the mode choice modeling process) and for all other travel, i.e., taxi, visitor/tourist, school and through trips. The work and nonwork person trip tables were input to the mode choice process, and the output vehicle trip tables from that process were subsequently merged with the other trip purposes for each forecast year and used in traffic assignment. Capacity restrained speeds which are output from the traffic assignment process were then fed back into trip distribution and iterations of the entire process occur until equilibrium travel time conditions are achieved throughout the modeling process. Summary mode choice results are shown in Exhibit 9. Summary results from the last iteration of the process, for all trip purposes, are shown in the upper table of Exhibit 10. This table shows vehicle trips in the region increasing by 41%, from 19.6 million in 2002 to 27.7 million in the year 2030. As mentioned above, the lower table in Exhibit 10 presents the seasonal adjustment factor necessary to convert AAWDT to ADT for each season, for use in emissions calculations.

EXHIBIT 7

HOUSEHOLD DATA

MSA:	2002	2008	2009	2010	2020	2030	2030/2002
D.C.	250448	260924	263353	265791	301984	325748	1.30
MONTGOMERY	334302	361583	366177	370778	408687	442091	1.32
PR.GEORGES	295313	319325	323596	327861	358589	377023	1.28
ARLINGTON	89031	98715	100876	103038	114261	117807	1.32
ALEXANDRIA	63670	68725	69524	70319	78306	86950	1.37
FAIRFAX	374149	411887	418951	426019	479218	500121	1.34
LOUDOUN	70934	98771	102540	106301	146031	165872	2.34
PR. WILLIAM	121400	151203	155273	159345	188641	212864	1.75
FREDERICK	73833	84423	86066	87708	104139	123125	1.67
CHARLES	44286	50621	51427	52228	63654	76880	1.74
STAFFORD	33003	41002	42276	43549	57525	69239	2.10
CALVERT	26570	29926	30487	31045	34331	36212	1.36
SUBTOTAL	1,776,939	1,977,105	2,010,546	2,043,982	2,335,366	2,533,932	1.43
ADDITIONAL COUNTIES:							
HOWARD	94673	106099	108045	109994	126622	133012	1.40
ANNE ARUNDEL	184180	198397	200376	202359	217530	229054	1.24
CARROLL	55263	62720	63829	64934	74795	84647	1.53
FREDERICKSBURG (VA)	8293	9051	9214	9378	10846	11363	1.37
JEFFERSON	17016	19574	20002	20427	25957	33075	1.94
N. SPOTSYLVANIA	27465	34681	35733	36786	48679	58726	2.14
FAUQUIER	21448	25445	26156	26872	35729	47506	2.21
CLARKE	5182	5902	6022	6142	6860	7770	1.50
K. GEORGE	6689	8324	8571	8817	10725	12498	1.87
ST. MARY'S	31801	35280	35861	36441	42604	48399	1.52
SUBTOTAL	452,010	505,473	513,809	522,150	600,347	666,050	1.47
TOTAL	2,228,949	2,482,578	2,524,355	2,566,132	2,935,713	3,199,982	1.44

SOURCE:

MWCOG Revised Round 7.1 Cooperative Forecasts

BMC Round 7 Cooperative Forecasts

EXHIBIT 8

EMPLOYMENT DATA

MSA:	2002	2008	2009	2010	2020	2030	2030/2002
D.C.	744275	768346	776028	783710	844345	881420	1.18
MONTGOMERY	484876	527306	536307	545303	615404	670505	1.38
PR.GEORGES	341823	358090	361600	365090	419983	517883	1.52
ARLINGTON	187501	207215	211328	215443	241856	258449	1.38
ALEXANDRIA	95859	106976	107388	107800	124526	141496	1.48
FAIRFAX	626241	693090	709871	726660	835258	907211	1.45
LOUDOUN	106436	152248	159554	166865	241324	290749	2.73
PR. WILLIAM	127076	149781	153748	157719	190161	217764	1.71
FREDERICK	106647	134314	138361	142412	158278	167257	1.57
CHARLES	47726	60350	61642	62929	66843	69148	1.45
STAFFORD	33770	42199	43373	44546	57687	68592	2.03
CALVERT	25425	31458	32157	32855	34455	35556	1.40
SUBTOTAL	2,927,655	3,231,373	3,291,357	3,351,332	3,830,120	4,226,030	1.44
ADDITIONAL COUNTIES:							
HOWARD	140774	159207	162516	165822	195195	219747	1.56
ANNE ARUNDEL	260717	283377	287272	291168	340272	374583	1.44
CARROLL	57372	65050	66326	67603	70821	72451	1.26
FREDERICKSBURG (VA)	23685	27466	28035	28603	34661	40670	1.72
JEFFERSON	17008	20045	20551	21058	26113	30674	1.80
N. SPOTSYLVANIA	32524	39753	40849	41945	50806	59664	1.83
FAUQUIER	22320	26057	26690	27325	35767	43367	1.94
CLARKE	6079	6614	6704	6793	7685	8552	1.41
K. GEORGE	11581	12743	12893	13040	15370	17690	1.53
ST. MARY'S	48915	55853	57009	58165	61164	63139	1.29
SUBTOTAL	620,975	696,165	708,845	721,522	837,854	930,537	1.50
TOTAL	3,548,630	3,927,538	4,000,202	4,072,854	4,667,974	5,156,567	1.45

SOURCE:

MWCOG Revised Round 7.1 Cooperative Forecasts

BMC Round 7 Cooperative Forecasts

NOTE: Includes Census Adjustment

EXHIBIT 9A

**2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY
DAILY REGIONAL HOME BASED WORK PURPOSE MODE ANALYSIS BY YEAR
(Based on Mode Choice Output- 6th Iteration)**

YEAR	HBW MOTORIZED PERSON	TOTAL HBW AUTO PSN	HBW LOV AUTO DRV	HBW HOV AUTO DRV	TOTAL HBW AUTO DRV	HBW CAROCC	HBW TRANSIT	HBW TRANSIT (%)
2002	4,206,415	3,615,426	3,186,572	30,082	3,216,654	1.120	590,989	14.00%
2008	4,692,090	4,052,852	3,569,567	39,489	3,609,056	1.120	639,238	13.60%
2009	4,772,858	4,124,520	3,628,508	42,037	3,670,545	1.120	648,338	13.60%
2010	4,851,013	4,203,391	3,666,356	43,532	3,709,888	1.130	647,622	13.40%
2020	5,520,205	4,753,117	4,093,548	64,674	4,158,222	1.140	767,088	13.90%
2030	5,996,319	5,155,786	4,437,416	71,003	4,508,419	1.140	840,533	14.00%

EXHIBIT 9B

**2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY
DAILY REGIONAL ANALYSIS BY YEAR FOR ALL TRIP PURPOSES
(Based on Mode Choice Output- 6th Iteration)**

YEAR	TOTAL MOTORIZED PERSON	TOTAL AUTO PSN	LOV AUTO DRV	HOV AUTO DRV	TOTAL AUTO DRV	TOTAL CAROCC	TOTAL TRANSIT	TRANSIT (%)
2002	22,920,300	21,861,379	17,183,467	30,082	17,213,549	1.270	1,058,921	4.60%
2008	25,487,118	24,352,242	19,216,973	39,489	19,256,462	1.260	1,134,876	4.50%
2009	25,907,167	24,752,086	19,535,036	42,037	19,577,073	1.260	1,155,081	4.50%
2010	26,308,384	25,143,074	19,806,539	43,532	19,850,071	1.270	1,165,310	4.40%
2020	29,745,815	28,327,800	22,328,140	64,674	22,392,813	1.270	1,418,015	4.80%
2030	32,165,139	30,618,315	24,202,692	71,003	24,273,695	1.260	1,546,824	4.80%

*Note: Starting in 2010, all HOV facilities are HOV3+

Modal Choice

Transit networks were coded for all forecast years and mode choice analyses were executed based upon specific transit representations for 2002, 2008, 2009, 2010, 2020 and 2030. Transit capacity constraint procedures, in which 2010 constrains later years, (Reference 17) were executed for 2020 and 2030 forecast years.

As stated above, Exhibit 9 presents a summary of the results of the mode choice analysis. Part A summarizes home based work purpose trips and Part B summarizes all trip purposes. The table, similarly, shows slightly over a 43% increase in transit travel from 2002 to the year 2030.

Traffic Assignment

Following the preparation of total vehicle travel demands, the resulting table was applied in traffic assignment to estimate vehicle loadings on each facility in the region. After six iterations of the process using the speed feedback procedures, this concluded the traditional travel forecasting elements of the conformity analysis. VMT summaries for each alternative are contained in Exhibit 10. Exhibit 11 shows percentage changes in vehicle miles traveled (VMT) through time compared with percentage changes in households and jobs.

A level of service analysis was not among the objectives of this work, however, aggregate summaries of volume to capacity (V/C) ratios (using level "E" service volumes) for the p.m. peak hour were prepared and are presented as Exhibit 12. The figure shows on a percentage basis the extent to which levels of congestion increase through time.

D. EMISSION RATES

COG / DTP staff, in conjunction with COG's Department of Environmental Programs staff and with consultant assistance of E.H. Pechan and Associates, developed the mobile source emission factors for PM_{2.5} pollutants, wintertime CO, and ozone precursors, i.e., the rates of volatile organic compounds, carbon monoxide, direct particles, and nitrogen oxide produced by cars and trucks on the highway system. This work involved the application of EPA's MOBILE6.2 model, using vehicular and other characteristics specific to the Washington region, to develop factors which would be applied to the travel estimates associated with each forecast year. The model estimates the pollution rates based upon a variety of different vehicle characteristics (vehicle age, type, weight, fuel, speed, inspection/maintenance program) and environmental characteristics (ambient temperature, humidity).

EXHIBIT 10

**2007 CLRP / FY2008-2013 TIP CLRP AIR QUALITY CONFORMITY
 MODELED AREA TRIPS AND VEHICLE MILES TRAVELED (000's)
 ANNUALIZED AVERAGE WEEKDAY TRAFFIC (AAWDT)
 (Based on Final Iteration)**

	WORK AND NON-WORK AUTO DRV	TRUCKS (Med + Hvy)	MISC + THRU TRIPS	COMMERCIAL VEHICLES	TOTAL VEH. TRIPS	TOTAL VMT
YEAR						
2002	17,214,123	473,046	725,932	1,138,689	19,551,790	146,488,410
2008	19,257,052	525,062	812,435	1,253,674	21,848,223	159,407,071
2009	19,577,642	533,716	828,730	1,273,063	22,213,151	161,839,018
2010	19,850,741	543,141	845,071	1,291,828	22,530,781	165,420,513
2020	22,393,442	621,888	972,961	1,459,392	25,447,683	187,484,318
2030	24,274,327	686,483	1,076,608	1,588,607	27,626,025	199,201,305

Adjustment Factors to Convert AAWDT to Appropriate Season:

Ozone Season AAWDT: 1.05

Winter Season AAWDT: 0.97

PM2.5 Annual:

Season (ADT)	Factor
Season 1 (Jan- Apr)	0.9216
Season 2 (May- Sept)	0.9873
Season 3 (Oct- Dec)	0.9282

NOTE: AAWDT reflects a five day average

ADT reflects a seven day average

EXHIBIT 11

DAILY VMT vs CHANGES IN LAND ACTIVITY (Modeled Area)

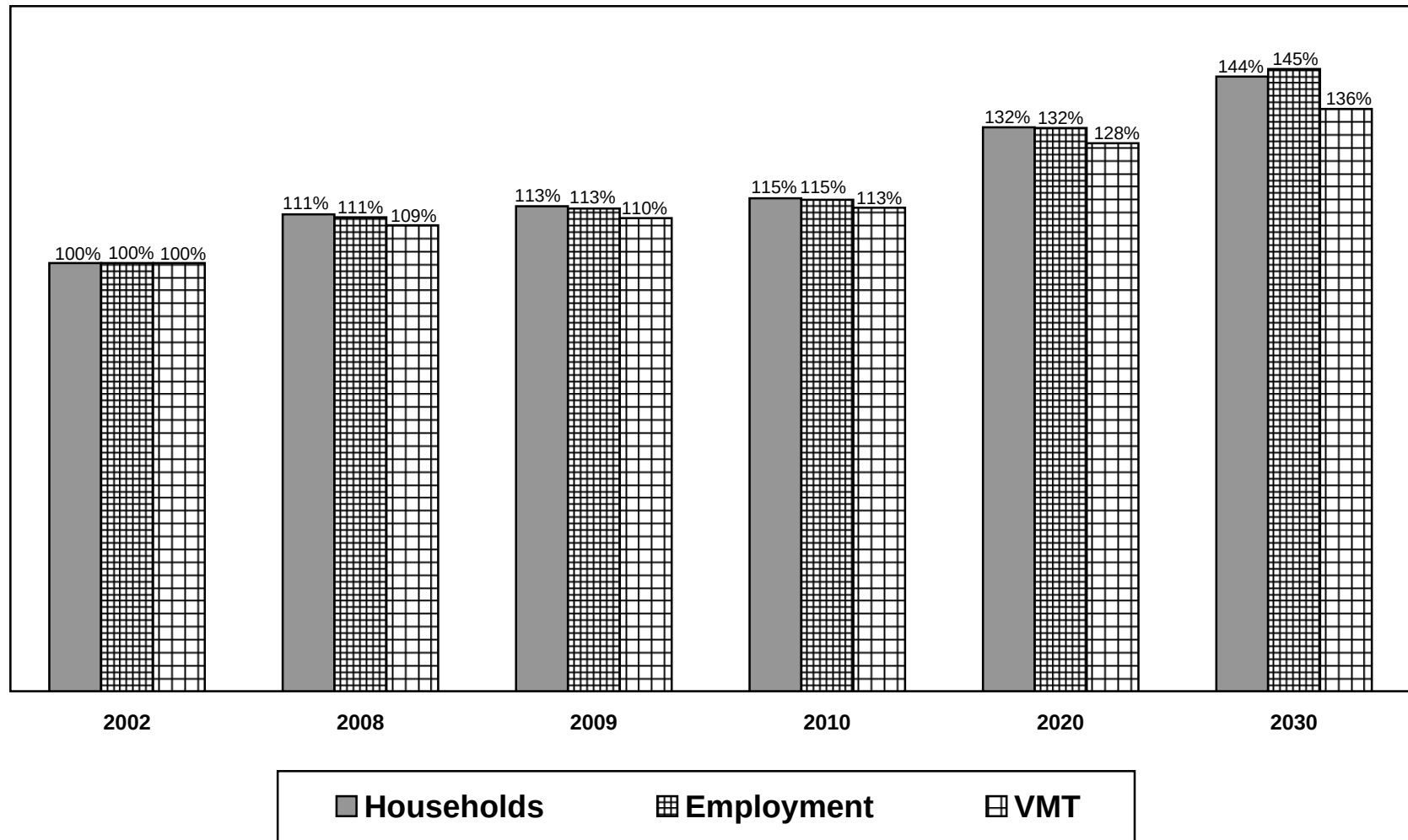
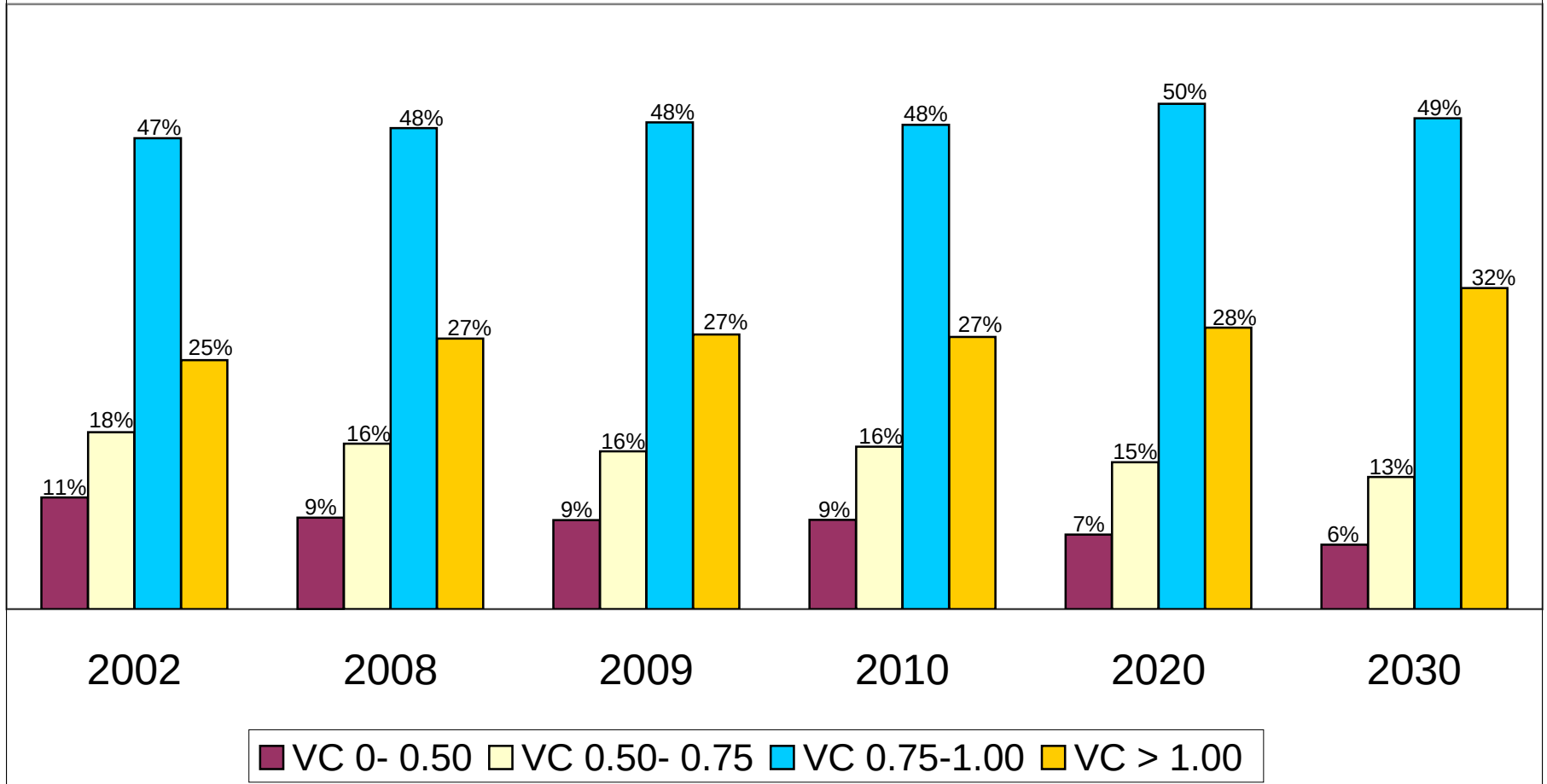


EXHIBIT 12

P.M. PEAK HOUR VMT BY YEAR AND VC RATIO (Level " E" Service Volumes) (Modeled Area)



Updates from last year's analysis include using hourly temperature and humidity data, and updated fuel program, I & M, and vehicle specification inputs specified by the air management agencies to develop motor vehicle emissions factors. These rates for each pollutant, shown using Fairfax County freeway data as an illustration in Exhibits 13 and 14 for VOC and NOx, respectively, were developed following execution of the model in one mph speed increments, by jurisdiction, for each analysis year. The charts show significantly reduced rates through time, primarily due to the impacts of having cleaner vehicles in the fleet. Exhibit 15 presents direct PM2.5 emissions rates through time, by season; data are arrayed in a bar chart since these emissions rates do not vary by vehicle speed. Appendix D documents the input assumptions and Appendix E documents the emission factor results of this work.

E. EMISSIONS CALCULATIONS

While travel demand forecasts are prepared for the modeled area, emissions summaries are calculated for each pollutant's specified nonattainment area (or maintenance area, in the case of winter CO). Each of these planning areas is shown in Exhibit 2.

Two types of calculations are made for each pollutant. The first involves applying emissions rates directly to the travel demand results, to yield origin, network running, and destination emissions. The second deals with preparing estimates of emissions associated with diurnals, resting losses, auto access to transit, and buses. These are addressed on an off-line basis since they are not directly derived from the TPB travel demand modeling process. The technical methods associated with performing these off-line assessments are contained in Appendices F to H. Exhibit 3 provides an overview of the analysis structure and emissions calculation process and also identifies where each calculation takes place.

Each pollutant is assessed based on varying criteria. Ozone season pollutants must adhere to EPA approved totals from the Metropolitan Washington Air Quality Committee's (MWAQC's), February, 2004 'severe area' (1-hour ozone) State Implementation Plan (SIP). These budgets received federal approval in Spring, 2005. This analysis also addressed the 8-hour ozone emissions budgets contained in this year's SIP, which await EPA's signoff. The region is in maintenance for mobile source wintertime CO and is required to show that pollutant levels do not exceed the approved budget.

Criteria and procedures for demonstrating conformity with respect to PM2.5 in the interim period before SIPs are filed differ from ozone or wintertime carbon monoxide assessments in that there are no existing budgets which can be applied. In this case EPA allows for an assessment that shows emissions in "action" scenarios are no greater than those in a 2002 base. This criterion was

Exhibit 13
2002-2030 VOC COMPOSITE MOBILE6.2 ARTERIAL RUNNING EMISSION
RATES FOR FAIRFAX COUNTY
FREEWAY

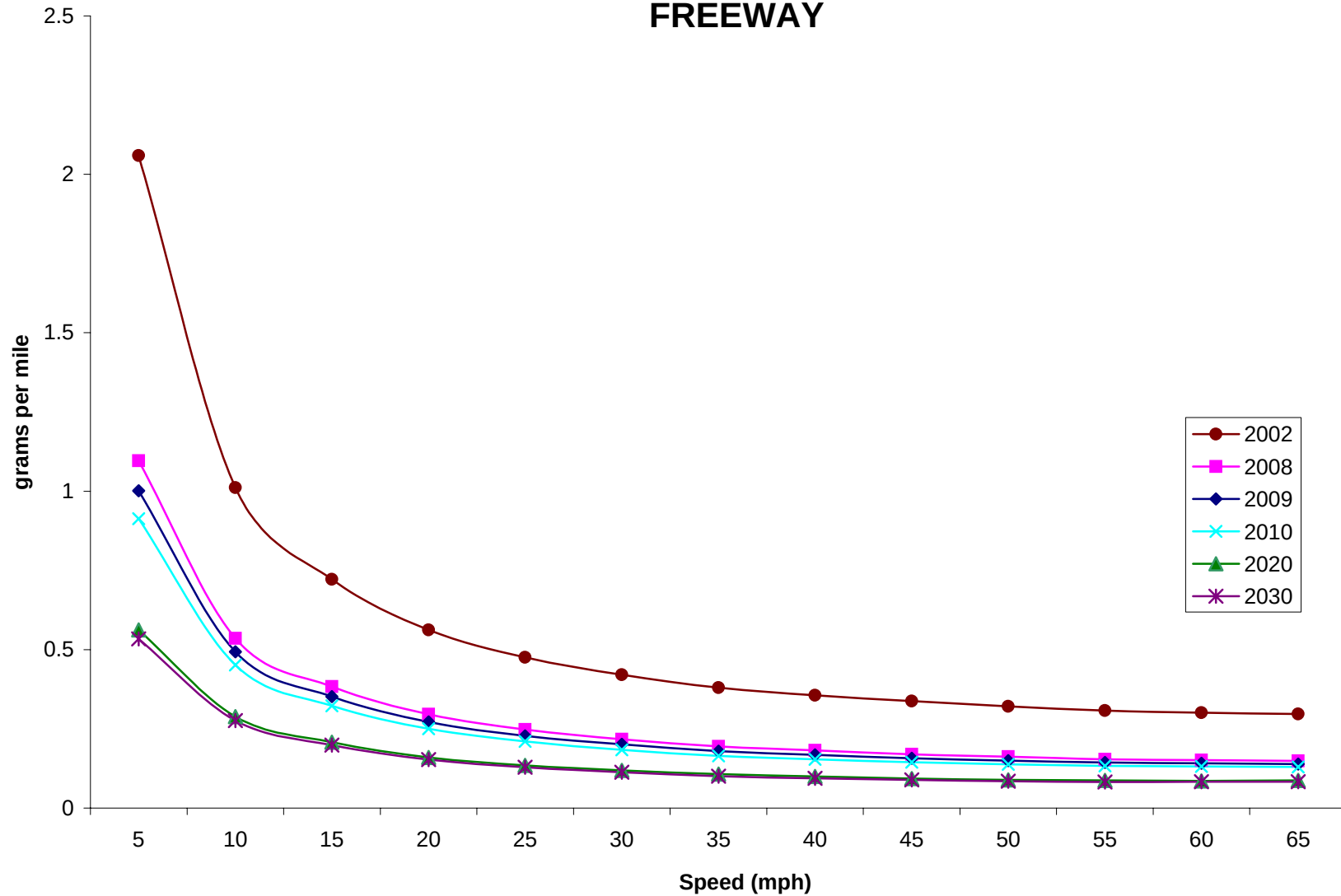


Exhibit 14
2002-2030 NO_x COMPOSITE MOBILE6.2 ARTERIAL RUNNING EMISSION
RATES FOR FAIRFAX COUNTY
FREEWAY

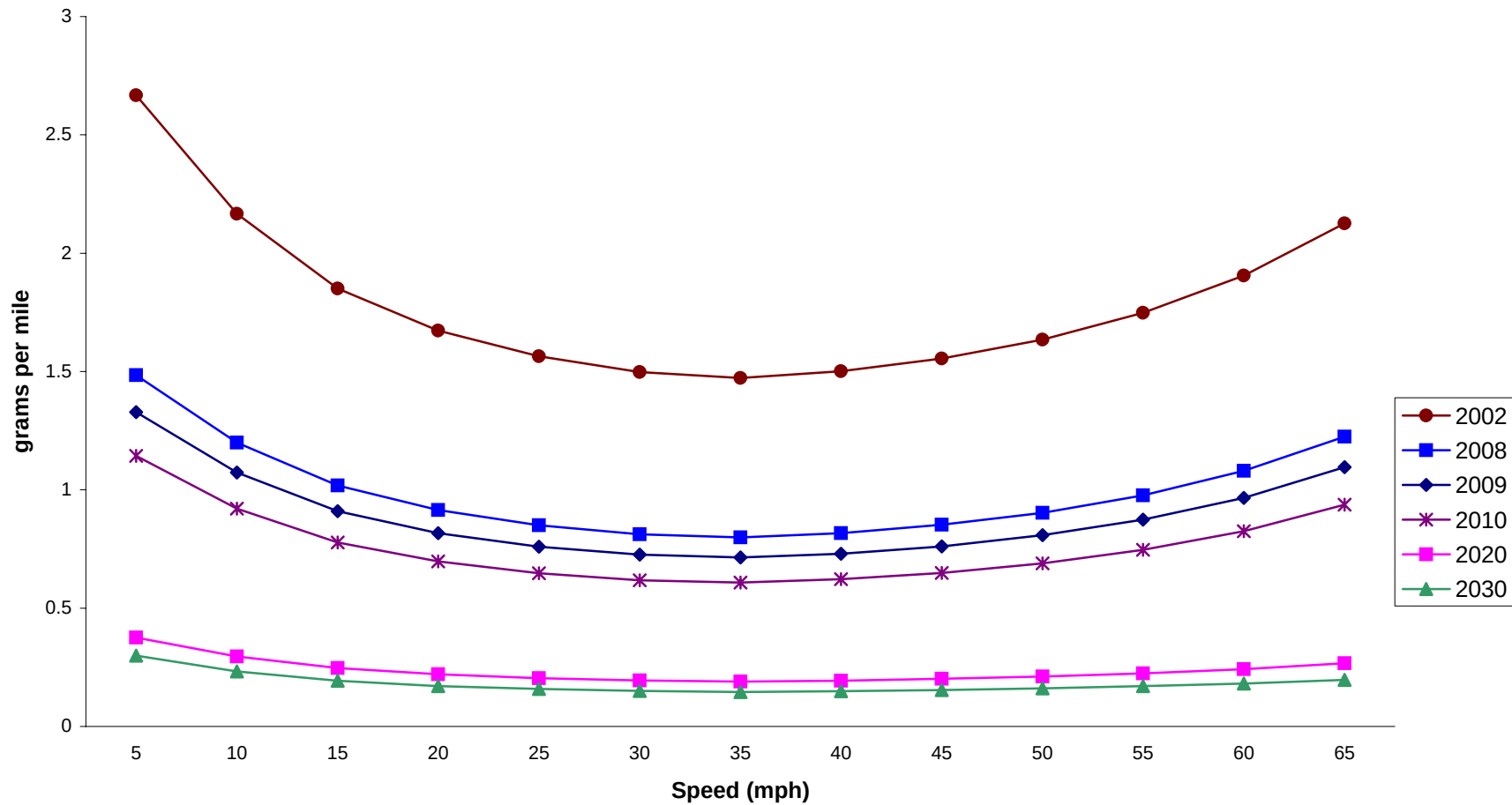
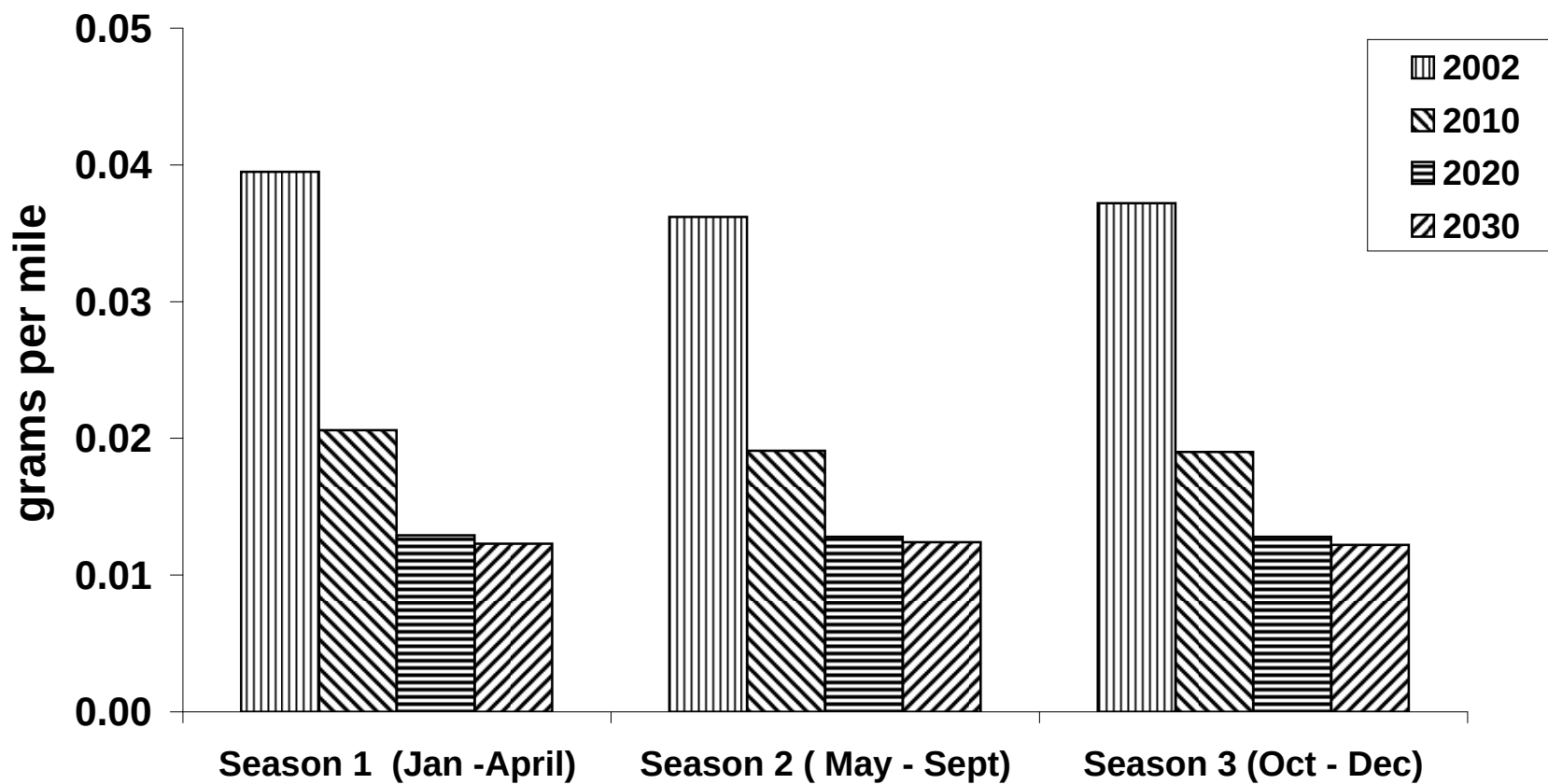


Exhibit 15
DIRECT PM2.5 EMISSION RATES FOR FAIRFAX COUNTY
(MAJOR ROADS NETWORK)



established and applied, with the concurrence of MWAQC, in the initial PM2.5 conformity assessment.

Mobile Emissions Inventories

Prior to calculation of daily mobile source emissions, the above (AAWDT) travel forecasts were first factored by seasonal adjustments (a 1.05 ozone season factor or a 0.97 winter season factor) to yield VMT appropriate to each season being analyzed. Staff then applied the appropriate Mobile6.2 emissions factors to the travel demand forecasts to prepare mobile source emissions inventories for each forecast year. Exhibit 16 shows, for purposes of illustration, emissions for each jurisdiction in the 1-hour ozone nonattainment area. The categories of emissions also include the additional elements of: running emissions on local streets, vehicle related emissions for diurnals and resting loss, auto access emissions, and bus emissions.

The emissions results for ozone season pollutants are summarized in Exhibits 17A and B for both 1-hour and 8-hour ozone geographic areas. These charts contain VOC and NOx emissions for network and off-network components for each analysis year, and also compare totals against emissions budgets where relevant. The table shows dramatic reductions between 2002 and 2020, and further reductions thereafter with emissions falling below 40 tons per day for both pollutants in 2030. The results reflect the impact of the cleaner fleet (continuing fleet turnover) and related programs, with slowing VMT growth rates through time. Net emissions for each forecast year are shown as the bottom line of the summary table. Both VOC and NOx emissions are well within the mobile budgets for all forecast years.

To develop the yearly total PM2.5 emissions, travel and emissions were estimated throughout the year by applying (three) seasonal factors to the primary travel data, followed by applying emissions rates for each of the seasons, and summarizing to obtain yearly totals. Direct PM2.5 and precursor NOx emissions are shown in Exhibits 18 and 19 and exhibit similar dramatic reductions through time despite the steady increases in vehicle trips and VMT in the forecast years. These reductions are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule, and will continue to generate additional emissions reductions through time as fleet turnover replaces older vehicles / truck engines with much cleaner ones.

Wintertime CO emissions are shown in exhibit 20. These same general trends through time of dramatic emissions reductions are also seen here; levels are easily within the CO emissions budget level.

EXHIBIT 16
One-Hour Ozone Area
2007 CLRP and FY 2008-2013 TIP
DAILY MOBILE SOURCE EMISSIONS
BY JURISDICTION AND TRIP CYCLE
Year: 2010
VOC TONS PER DAY

JURIS	ORIGIN	RUNNING		DESTINATION	VEHICLE RELATED EMISSIONS		TOTAL CYCLE
		NETWORK	LOCAL		DIURNAL	REST. LOSS	
DC	1.11	2.67	0.73	1.03	0.12	0.60	6.26
MONTG	2.12	4.71	0.59	1.78	0.31	1.48	10.99
PG	1.80	5.22	0.69	1.68	0.32	1.60	11.30
FRED	0.53	1.70	0.23	0.44	0.09	0.43	3.41
CHAS	0.37	0.69	0.12	0.35	0.07	0.37	1.98
CAL	0.22	0.35	0.10	0.21	0.05	0.27	1.19
ARL	0.58	1.09	0.20	0.49	0.05	0.28	2.69
ALEX	0.31	0.57	0.09	0.25	0.05	0.24	1.50
FFX	2.48	5.92	0.78	2.03	0.32	1.66	13.18
LDN	0.60	1.33	0.22	0.48	0.08	0.43	3.14
PR.W	0.88	2.09	0.36	0.76	0.16	0.80	5.05
STA	0.30	0.99	0.10	0.27	0.05	0.28	1.99
Sub Total	11.28	27.33	4.21	9.77	1.68	8.42	62.69
AUTO ACCESS							
TRANSIT BUS							0.17
SCHOOL BUS							0.36
TOTAL EMISSIONS							63.22

EXHIBIT 17 A

AIR QUALITY CONFORMITY
Summary Table - MSA (1-Hour Ozone Area)
Mobile Emissions Inventories
for 2007 CLRP and FY 2008-2013 TIP
(Tons/Day)

	2002		2008		2009		2010		2020		2030	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
I Network												
Start	25.55	12.93	13.06	7.50	12.20	6.94	11.28	6.33	7.07	2.94	6.82	2.36
Running	56.77	235.45	31.37	140.47	29.24	127.91	27.33	112.14	19.30	38.55	19.46	29.02
Soak	11.57	-----	10.47	-----	10.11	-----	9.77	-----	5.46	-----	4.39	-----
II Off-Network												
Diurnal	2.42	-----	1.97	-----	1.90	-----	1.68	-----	0.75	-----	0.62	-----
Resting Loss	12.28	-----	9.34	-----	8.90	-----	8.42	-----	3.07	-----	2.46	-----
Local Roads	8.98	10.70	4.88	6.72	4.52	6.14	4.21	5.49	2.89	2.39	2.89	2.06
School Buses	0.43	6.09	0.41	5.33	0.39	5.07	0.36	4.81	0.22	1.87	0.17	0.52
Transit Buses	0.38	6.59	0.22	4.48	0.21	4.12	0.17	3.76	0.12	1.01	0.12	0.30
Auto Access	1.34	1.54	0.83	1.03	0.79	0.95	0.74	0.85	0.50	0.45	0.51	0.41
Total	118.37	273.31	72.54	165.53	68.25	151.14	63.96	133.39	39.39	47.21	37.43	34.68

TCMs -0.20 -0.49
Net Emissions 72.34 165.04

Mobile
Emissions
Budgets: 97.40 234.70

Budget
Adherence
Margin: 25.06 69.66

EXHIBIT 17 B

AIR QUALITY CONFORMITY
Summary Table - 8-Hour Ozone Area
Mobile Emissions Inventories
for 2007 CLRP and FY 2008-2013 TIP
(Tons/Day)

	2002		2008		2009		2010		2020		2030	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
I Network												
Start	24.94	12.66	12.717	7.32	11.88	6.77	10.98	6.18	6.85	2.85	6.59	2.28
Running	54.89	226.34	30.27	134.82	28.19	122.77	26.34	107.54	18.60	37.00	18.71	27.74
Soak	11.31	-----	10.18	-----	9.83	-----	9.50	-----	5.29	-----	4.24	-----
II Off-Network												
Diurnal	2.36	-----	1.90	-----	1.84	-----	1.63	-----	0.72	-----	0.60	-----
Resting Loss	11.93	-----	9.04	-----	8.61	-----	8.14	-----	2.93	-----	2.37	-----
Local Roads	8.79	10.43	4.76	6.54	4.41	5.97	4.11	5.34	2.83	2.32	2.82	2.00
School Buses	0.42	5.97	0.40	5.23	0.38	4.97	0.35	4.72	0.22	1.84	0.17	0.51
Transit Buses	0.38	6.51	0.22	4.42	0.21	4.12	0.17	3.76	0.12	1.01	0.12	0.30
Auto Access	1.29	1.49	0.80	0.99	0.76	0.91	0.71	0.82	0.48	0.41	0.46	0.37
Total	116.30	263.41	70.30	159.33	66.11	145.53	61.93	128.35	38.04	45.43	36.07	33.20

TCMs	-0.20	-0.49	-0.18	-0.45	-0.42
Net Emissions	70.10	158.84	65.93	145.07	127.93

Mobile Emissions Budgets:	70.8	159.8	66.5	146.1	144.30
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Budget Adherence Margin:	0.70	0.96	0.57	1.03	16.37
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EXHIBIT 18
AIR QUALITY CONFORMITY SUMMARY TABLE
Direct PM2.5 Emissions
Mobile Source Emissions Inventories
for 2007 CLRP and FY 2008-2013 TIP
(Tons)

SEASON 1 (JAN-APR)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	120	4.16	499.32	2.52	302.16	1.77	212.76	1.77	211.80
	Local Roads	120	0.21	25.44	0.14	17.16	0.14	16.20	0.14	16.68
	School Buses	76	0.33	25.08	0.24	18.03	0.03	2.29	0.02	1.31
	Transit Buses	120	0.25	30.00	0.08	9.84	0.01	1.76	0.01	1.16
	Auto Access	83	0.01	0.83	0.01	0.89	0.01	1.07	0.01	1.16
	Total (Daily)		4.96		2.99		1.97		1.95	
	SEASON TOTAL			580.67		348.08		234.08		232.12

SEASON 2 (MAY-SEP)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	153	4.12	630.51	2.52	384.80	1.89	288.41	1.89	289.63
	Local Roads	153	0.20	31.06	0.15	22.64	0.14	22.03	0.15	22.95
	School Buses	83	0.32	26.56	0.24	19.60	0.03	2.50	0.02	1.44
	Transit Buses	153	0.25	38.25	0.08	11.63	0.01	2.19	0.01	1.47
	Auto Access	107	0.01	1.07	0.01	1.22	0.01	1.39	0.02	1.61
	Total (Daily)		4.90		2.99		2.09		2.08	
	SEASON TOTAL			727.45		439.89		316.51		317.09

SEASON 3 (OCT-DEC)		Days	Direct PM2.5							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads	92	3.93	361.84	2.34	215.56	1.77	163.12	1.76	161.74
	Local Roads	92	0.20	18.68	0.14	12.70	0.14	12.51	0.14	12.97
	School Buses	55	0.27	14.85	0.20	11.20	0.03	1.58	0.01	0.74
	Transit Buses	92	0.22	20.24	0.06	5.50	0.01	1.30	0.01	0.84
	Auto Access	61	0.01	0.61	0.01	0.65	0.01	0.85	0.01	0.88
	Total (Daily)		4.64		2.76		1.97		1.94	
	SEASON TOTAL			416.22		245.60		179.35		177.17

ANNUAL TOTAL			1,724.34		1,033.58		729.95		726.38
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EXHIBIT 19
AIR QUALITY CONFORMITY SUMMARY TABLE
PM2.5 Precursor Emissions: NOx
Mobile Source Emissions Inventories
for 2007 CLRP and FY 2008-2013 TIP
(Tons)

SEASON 1 (JAN-APR)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	120	20.85	2502.24	9.25	1109.52	4.19	503.28	3.26	390.84
	Major Roads-VMT	120	245.18	29,421.96	118.57	14228.28	39.46	4735.32	29.03	3483.36
	Local Roads	120	12.48	1498.08	5.91	709.20	2.39	287.04	1.99	239.04
	School Buses	76	4.86	369.36	3.81	289.29	1.48	112.54	0.41	31.27
	Transit Buses	120	6.04	724.80	4.07	488.24	1.08	129.52	0.31	36.92
	Auto Access	83	2.09	173.47	1.05	86.97	0.31	25.99	0.28	23.37
	Total (Daily)		291.51		142.65		48.92		35.28	
	SEASON 1 TOTAL			34,689.91		16,911.50		5,793.68		4,204.81

SEASON 2 (MAY-SEP)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	153	13.74	2101.91	6.49	993.28	3.04	465.12	2.43	371.33
	Major Roads-VMT	153	213.71	32697.78	100.10	15314.69	34.32	5251.57	25.61	3917.72
	Local Roads	153	9.95	1521.89	4.76	727.97	2.04	311.97	1.74	266.37
	School Buses	83	4.81	399.23	3.79	314.76	1.48	122.83	0.41	34.12
	Transit Buses	153	5.99	916.47	3.68	563.24	1.02	155.89	0.30	46.47
	Auto Access	107	1.48	158.36	0.78	83.21	0.25	26.54	0.23	24.58
	Total (Daily)		249.68		119.60		42.15		30.72	
	SEASON 2 TOTAL			37,795.64		17,997.15		6,333.92		4,660.59

SEASON 3 (OCT-DEC)		Days	Precursor NOx							
			2002		2010		2020		2030	
			Daily	seasonal	Daily	seasonal	Daily	seasonal	Daily	seasonal
	Major Roads-Starts	92	19.35	1780.38	7.91	727.26	3.85	353.83	3.08	282.99
	Major Roads-VMT	92	231.50	21297.63	100.80	9273.78	36.17	3327.46	27.77	2555.21
	Local Roads	92	11.93	1097.19	5.02	461.93	2.20	202.31	1.90	175.17
	School Buses	55	4.77	262.35	3.54	194.61	1.47	81.01	0.31	17.29
	Transit Buses	92	5.78	531.76	3.60	331.23	0.93	85.49	0.28	26.08
	Auto Access	61	1.99	121.39	0.89	54.08	0.29	17.67	0.27	16.43
	Total (Daily)		275.31		121.75		44.90		33.62	
	SEASON 3 TOTAL			25,090.70		11,042.89		4,067.76		3,073.17

ANNUAL TOTAL			97,576.26		45,951.54		16,195.37		11,938.57	
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EXHIBIT 20

AIR QUALITY CONFORMITY

Summary Table

Mobile Source Emissions Inventories - Winter CO

CO Maintenance Area

for 2007 CLRP and FY 2008-2013 TIP

(Tons/Day)

	1990 Winter CO	2010 Winter CO	2020 Winter CO	2030 Winter CO
I Network				
Start	1051.8	343.96	299.37	306.71
Running	1403.8	313.21	246.74	246.85
II Off-Network				
Local Roads	97.9	22.84	19.32	19.49
School Buses	1.2	0.60	0.23	0.10
Transit Buses	3.5	1.36	0.34	0.16
Auto Access	31.3	13.49	13.07	13.87
TOTAL	2589.5	695.46	579.07	587.17
CO Budget		1671.5	1671.5	1671.5

Exhibits 21A, 21B, 22A, and 22B present the VOC and NO_x results in a graphical format, which perhaps illustrates even better the steady and significant downward trends occurring in both VOC and NO_x emissions. Historical emissions reductions from the clean air act amendments 1990 base have been well documented in the past (especially VOC emissions which dropped from about 299 tons per day (T/D) to about 118 T/D in 2002, but NO_x emissions have also dropped by more than 100 T/D from 381 to 273 T/D). From 2002 to year 2010, VOC emissions will be cut further, nearly in half, from 118 T/D to about 64 T/D, and NO_x emissions experience even greater reductions, from 273 T/D to 133 T/D. Exhibit 23 presents both direct PM_{2.5} and precursor NO_x results in a single bar chart, with different y-axes for each pollutant. The data show emissions much lower than base year 2002 conditions, satisfying the primary conformity assessment criterion for PM_{2.5}.

Exhibit 24 portrays similar information for wintertime CO conditions. These exhibits show that the mobile source inventories for the CLRP and the TIP, for each pollutant in each analysis year and scenario, adhere to each relevant emissions budget.

Assessment Criteria

The data in the preceding exhibits 17 - 24 show that estimated emissions are either within the mobile source emissions budget for each pollutant, i.e., for VOC, NO_x and CO, where such budgets have been established (including the new 8-hour ozone SIP budgets awaiting EPA's approval actions), or meet emissions reduction requirements, i.e., direct PM_{2.5} and precursor NO_x emissions not greater than 2002 levels. In recognition of the fact that estimated emissions are within the mobile source budget for each pollutant, no additional transportation emissions reduction measures are required to demonstrate conformity.

EXHIBIT 21A

Mobile Source VOC Emissions for the 1-Hour Ozone Nonattainment Area 2007 CLRP and FY 2008-2013 TIP

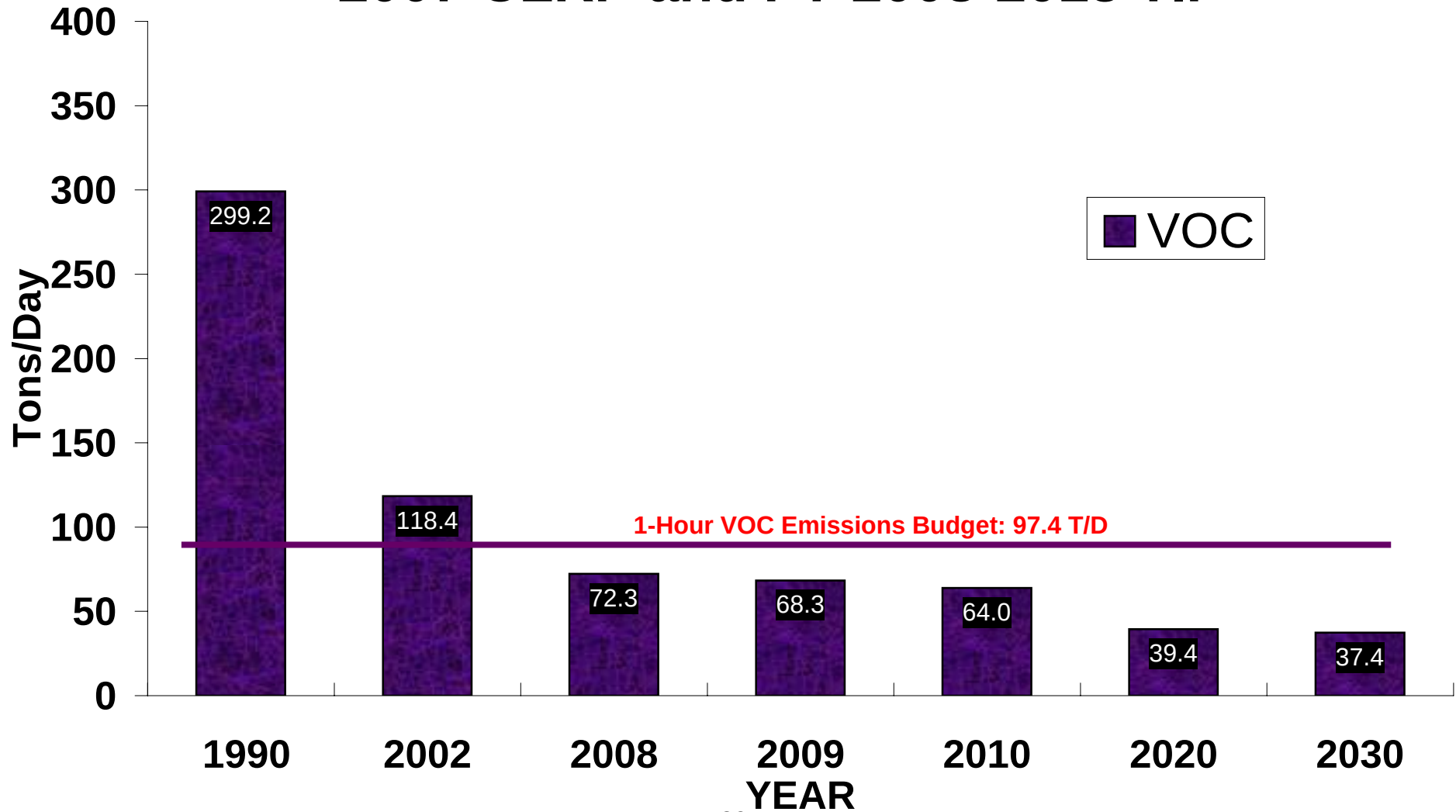


EXHIBIT 21B

Mobile Source VOC Emissions for the 8-Hour Ozone Nonattainment Area 2007 CLRP and FY 2008-2013 TIP

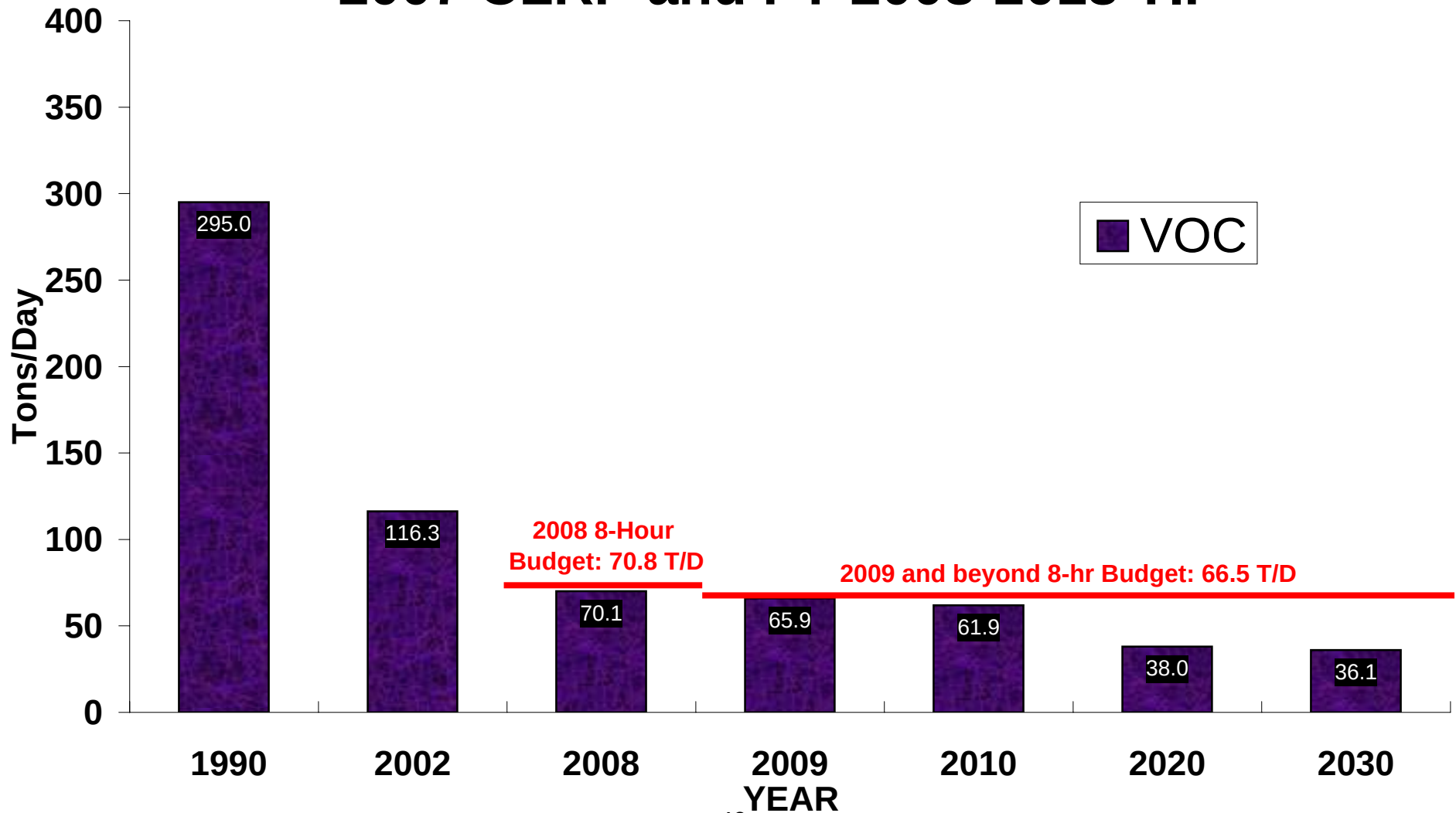


EXHIBIT 22A

Mobile Source NOx Emissions for the 1-Hour Ozone Nonattainment Area 2007 CLRP and FY 2008-2013 TIP

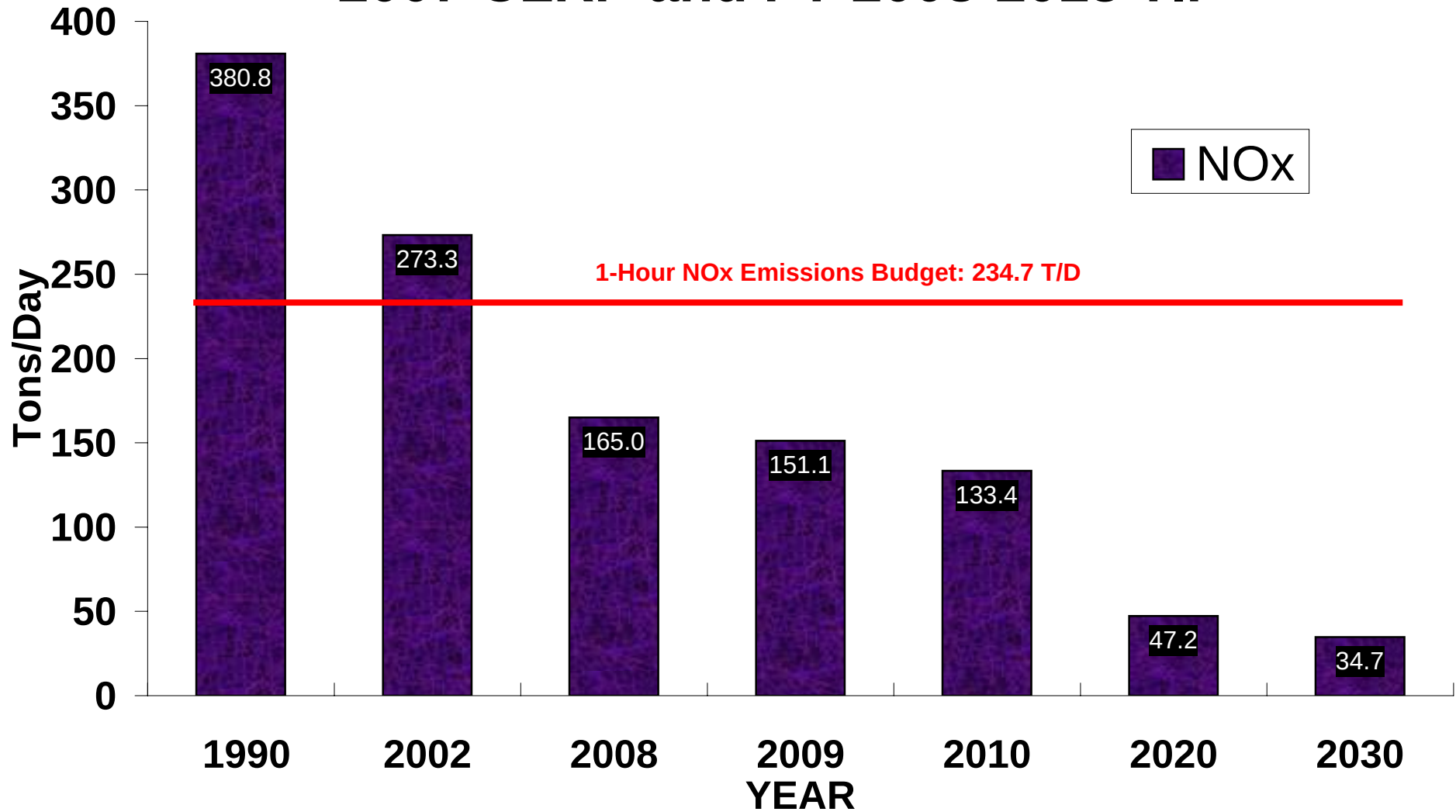
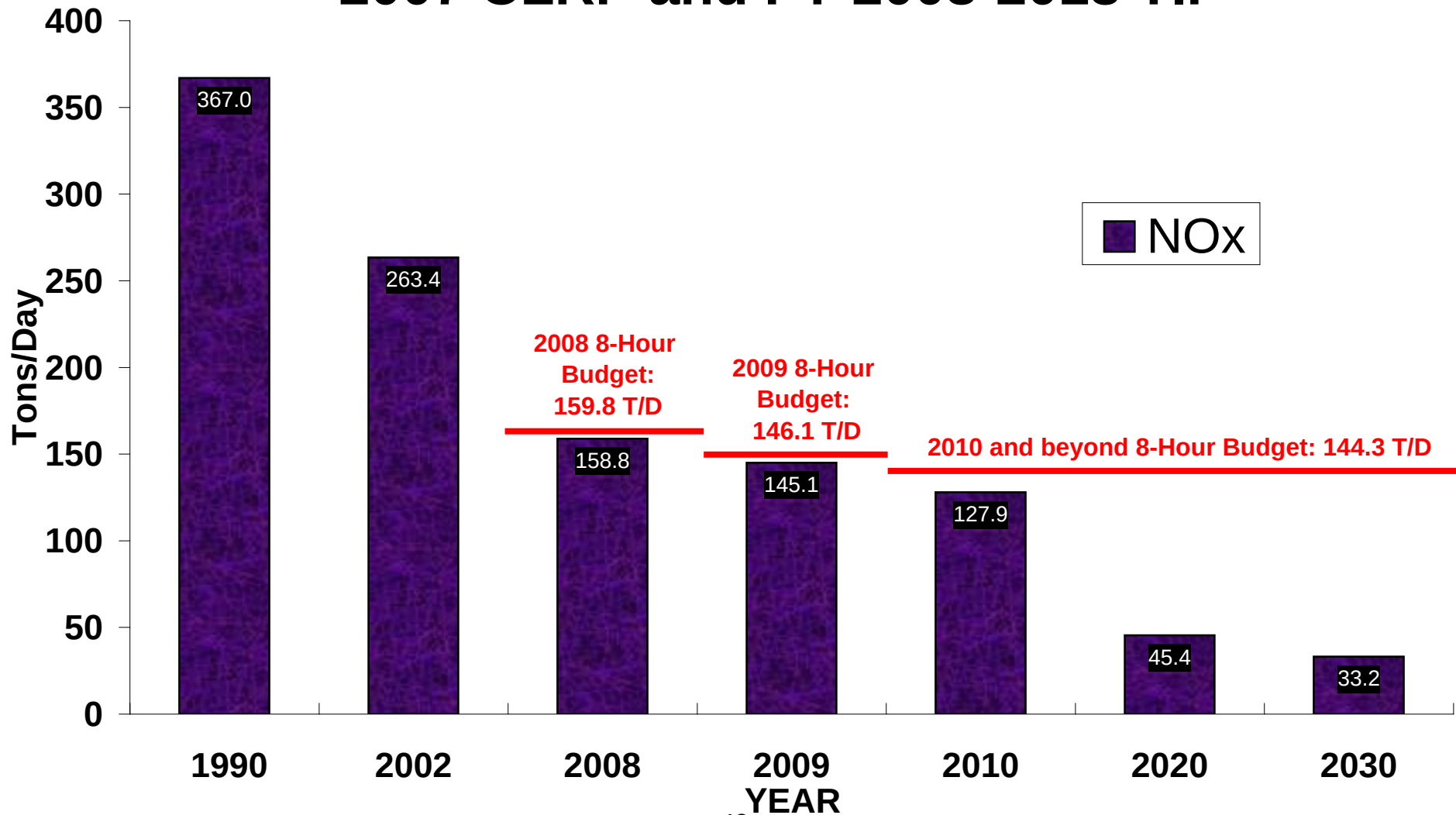


EXHIBIT 22B

Mobile Source NOx Emissions for the 8-Hour Ozone Nonattainment Area 2007 CLRP and FY 2008-2013 TIP



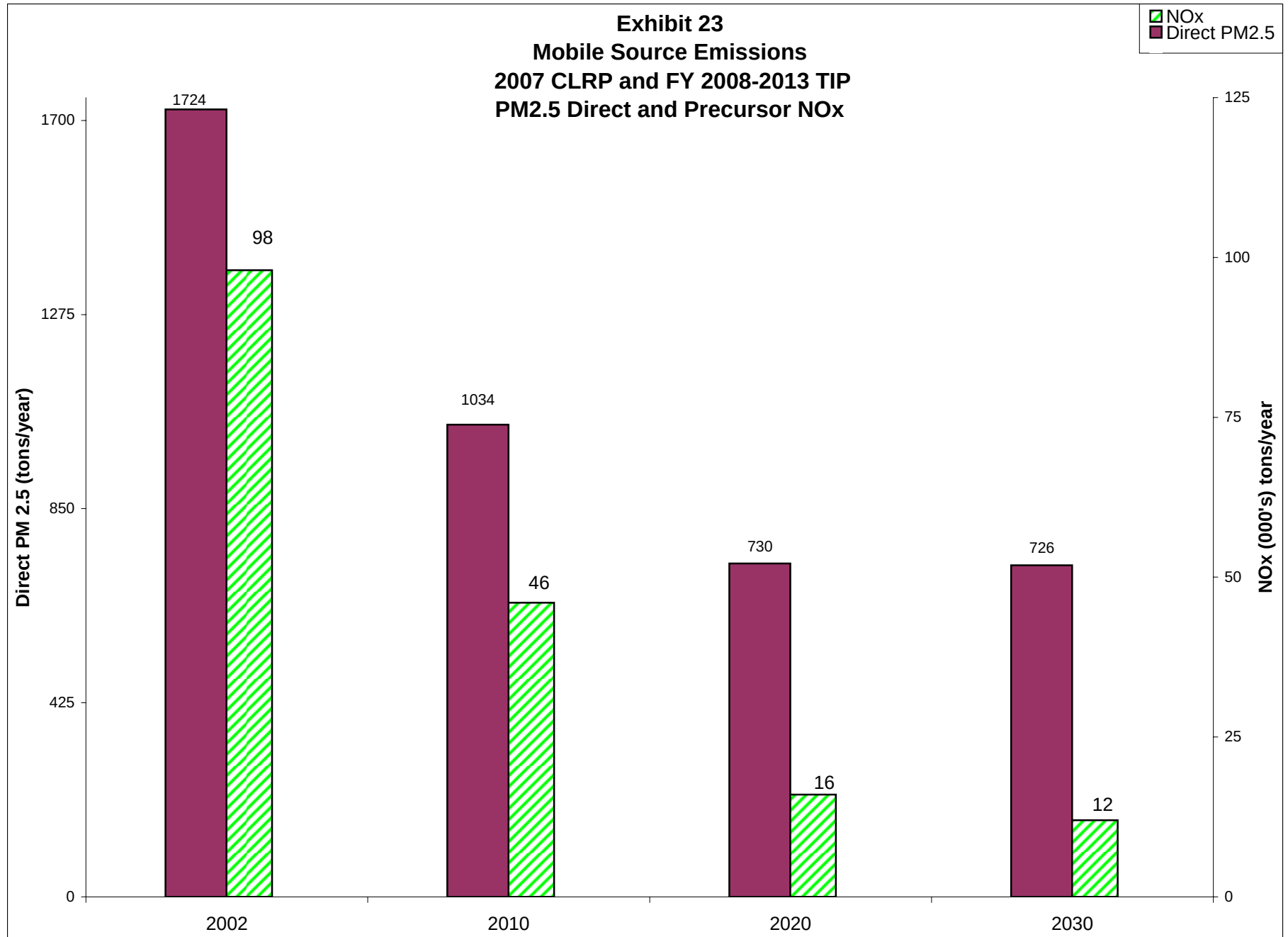
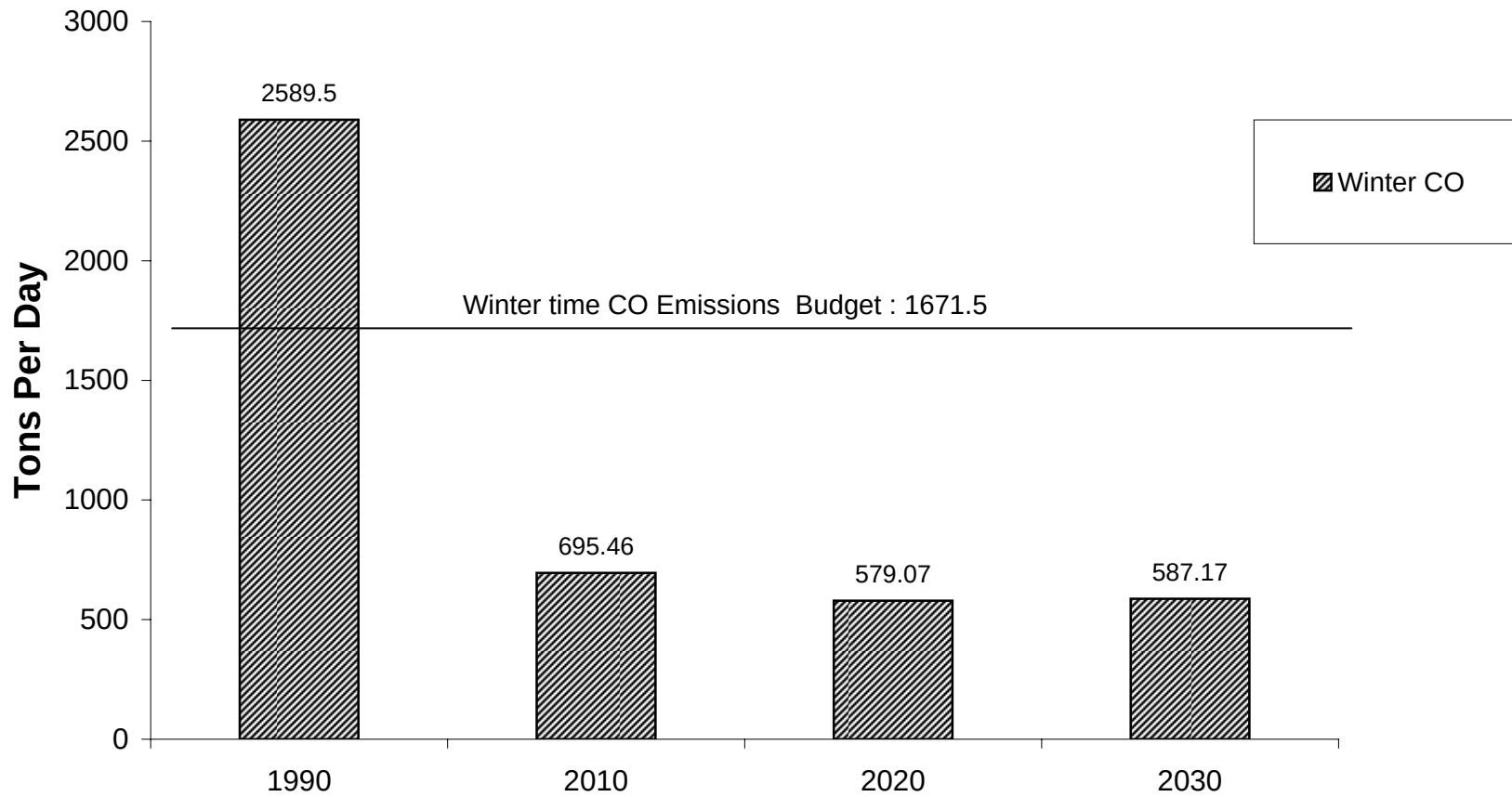


Exhibit 24
Mobile Source Winter CO Emissions
2007 CLRP and FY 2008-2013 TIP
CO Maintenance Area



F. NET EMISSIONS ANALYSIS

The emissions inventory data contained in the previous summary tables reflect total mobile source network and off-network emissions. However, there are also emissions benefits associated with certain other transportation programs and projects. These benefits, estimated on an off-line basis, are also creditable in conformity analyses. Exhibit 25 represents a summary table of these transportation emissions reduction measures, or TERMS, which have been previously planned or programmed by the TPB. They are arrayed in a 'Tracking Sheet' format to document the implementation status of each, with part A of the table documenting ozone season and part B documenting PM2.5 pollutants. The summary result of these measures, shown as the bottom line for each section of the table, amounts to additional reductions in 2010 of 2.4 tons per day of VOC and 5.3 tons per day of NOx, and 26.3 and 1264.4 tons per year of direct PM2.5 and precursor NOx, respectively. Only those projects which have been affirmed by the implementing agency as having been completed, or are on a realistic schedule towards implementation, are being credited in this emissions analysis. These summary tables were prepared following COG staff's review of implementation status reports prepared by programming agencies; the agency status reports are contained in Appendix I. Combining network and off-network emissions results shown in each summary table with the additional reductions from TERMS would further improve the emissions margins for each pollutant.

EXHIBIT 25

TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions

12/12/07

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE											Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM			2008		2009		2010		2020		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
9	X	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0006	0.0016	0.0006	0.0014	0.0005	0.0013	0.0003	0.0005	0.0003	0.0005	C
19	X	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	-
20	X	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0013	0.0016	0.0012	0.0014	0.0011	0.0013	0.0006	0.0005	0.0006	0.0005	C
38	X	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
39	X	1995-00	MDOT	Signal Systems - MD 355, I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
44	X	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
48	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0006	0.0016	0.0006	0.0014	0.0005	0.0013	0.0003	0.0005	0.0003	0.0005	C (TCM)
49	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0058	0.0148	0.0054	0.0133	0.0049	0.0118	0.0029	0.0050	0.0026	0.0043	C (TCM)
51	X	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	C
52	X	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000	C
54	X	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0000	0.0005	0.0000	0.0005	0.0000	0.0004	0.0000	0.0002	0.0000	0.0002	C (TCM)
56	X	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	-	-	0.0042	0.0114	0.0038	0.0101	0.0022	0.0043	0.0020	0.0036	C (TCM)
58	X	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.0690	0.2520	0.0690	0.2520	0.0690	0.2520					SP (TCM)
59	X	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
60	X	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
61	X	1995-00	MCG	Bicycle Facilities			X		FY99		0.0019	0.0011	0.0018	0.0009	0.0016	0.0008	0.0010	0.0004	0.0009	0.0003	C
62	X	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0032	0.0042	0.0030	0.0038	0.0027	0.0034	0.0016	0.0014	0.0014	0.0012	C
63	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0026	0.0063	0.0024	0.0057	0.0022	0.0050	0.0013	0.0022	0.0012	0.0018	C
64	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0206	0.0550	0.0191	0.0494	0.0176	0.0436	0.0103	0.0187	0.0092	0.0158	C (TCM)
66	X	1995-00	VDOT	Commuter Lots - District Wide			X		varies	1995, 2000	0.0071	0.0174	0.0066	0.0157	0.0060	0.0139	0.0035	0.0059	0.0032	0.0050	C
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0065	0.0106	0.0060	0.0095	0.0055	0.0084	0.0032	0.0036	0.0029	0.0030	C
68	X	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0000	0.0053	0.0000	0.0047	0.0000	0.0042	0.0000	0.0018	0.0000	0.0015	C
69	X	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2007	0.0013	0.0090	0.0012	0.0081	0.0011	0.0071	0.0006	0.0031	0.0006	0.0026	C
70	X	1995-00	VDOT	Improved Access to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0002	0.0003	0.0001	0.0002	0.0003	0.0004	0.0002	0.0002	0.0001	0.0002	C
71	X	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0065	0.0106	0.0060	0.0095	0.0027	0.0042	0.0032	0.0036	0.0029	0.0030	C
72	X	1995-00	DC	Bicycle Facilities		X					0.0155	0.0106	0.0143	0.0095	0.0132	0.0084	0.0077	0.0036	0.0069	0.0030	C
73	X	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.0799	0.1474	0.0739	0.1322	0.0679	0.1169	0.0403	0.0502	0.0367	0.0426	C
74	X	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.0429	0.0778	0.0396	0.0698	0.0364	0.0617	0.0216	0.0265	0.0196	0.0224	C
75	X	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.0714	0.1222	0.0661	0.1097	0.0608	0.0969	0.0358	0.0417	0.0324	0.0352	C
77		1996-01	VDOT	Duke Street Pedestrian Bridge					2005	2007					n/a	n/a	n/a	n/a	n/a	n/a	-
79	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 200	0.0013	0.0016	0.0012	0.0014	0.0011	0.0013	0.0006	0.0005	0.0006	0.0005	C
81	X	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0013	0.0016	0.0012	0.0014	0.0011	0.0013	0.0006	0.0005	0.0006	0.0005	C
82	X	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2007			0.0006	0.0005	0.0005	0.0004	0.0003	0.0002	0.0003	0.0002	C
83	X	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above										SP
85	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0006	0.0005	0.0006	0.0005	0.0005	0.0004	0.0003	0.0002	0.0003	0.0002	C

EXHIBIT 25

TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part A - Daily Ozone Precursor Emissions

12/12/07

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL	ACTUAL											
					FULL	SCALED-BACK	UNDER-WAY	REM	COMPLETION DATE	COMPLETION DATE	2008		2009		2010		2020		2030		Project
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	Category *
90	X	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	0.5491	0.9096	0.5083	0.8164	0.4676	0.7218	0.2740	0.3101	0.2473	0.2616	C
91	X	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0045	0.0037	0.0042	0.0033	0.0038	0.0029	0.0022	0.0013	0.0020	0.0011	C
92	X			M-92 Telecommuting Support ¹	Combined with item #75																C
95	X	1997-02	MCG	Germantown Transit Center	X				2005		0.0032	0.0100	0.0030	0.0090	0.0027	0.0080	0.0016	0.0034	0.0014	0.0029	C (TCM)
102	X	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998	0.0030	0.0090	0.0030	0.0090	0.0030	0.0090					SP (TCM)
106	X	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X				1977 on-going	1977 on-going	0.0013	0.0003	0.0012	0.0002	0.0011	0.0002	0.0006	0.0001	0.0006	0.0001	C
107	X	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X				1977 on-going	1977 on-going	0.0000	0.0003	0.0000	0.0002	0.0000	0.0002	0.0000	0.0001	0.0000	0.0001	C
108	X	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X				2005	Stopped	0.0797	0.2675	0.0797	0.2675	0.0797	0.2675	0.1340	0.1827	0.3120	0.4810	SP
109	X	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0014	0.0020	0.0013	0.0018	0.0012	0.0016	0.0007	0.0007	0.0006	0.0006	C
110		1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	C
111	X	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999	0.0450	0.1617	0.0450	0.1617	0.0450	0.1617					SP
112	X	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing	0.0080	0.0270	0.0080	0.0270	0.0080	0.0270					SP
113	X	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing	0.0010	0.0020	0.0010	0.0020	0.0010	0.0020					SP
114	X	1998-03	FDC	Frederick County Bus Replacement	X						0.0010	0.0000	0.0010	0.0000	0.0010	0.0000					SP
117	X	1998-03	VDOT	Arlington County Four Mile Run Bike Trail			X		1999	2007	-	-	-	-	0.0005	0.0004	0.0003	0.0002	0.0003	0.0002	C
118	X	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0007	0.0011	0.0006	0.0009	0.0006	0.0008	0.0003	0.0003	0.0003	0.0002	TR
119	X	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003	n/a	n/a	n/a	n/a	n/a	n/a					SP
121	X	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001	0.1060	0.3860	0.1060	0.3860	0.1060	0.3860					SP
122	X	97 & 98 TIP	REGION	M-101a Mass Marketing Campaign (Consumer)			X			2005	0.0434	0.0721	0.0402	0.0647	0.0370	0.0572	0.0217	0.0246	0.0196	0.0208	C
123	X	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.0052	0.0190	0.0048	0.0171	0.0044	0.0151	0.0026	0.0065	0.0023	0.0055	C
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	0.0080	-0.0021	0.0074	-0.0019	0.0068	-0.0016	0.0040	-0.0005	0.0036	-0.0004	TR
125	X	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0006	0.0011	0.0006	0.0009	0.0005	0.0008	0.0003	0.0004	0.0003	0.0003	C
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003	0.0040	0.0050	0.0040	0.0050	0.0040	0.0050					SP
127	X	1999-04	VDOT	VA 234 Bike Trail			X		2001	2008	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	X	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	X	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.0161	0.0291	0.0149	0.0261	0.0137	0.0231	0.0080	0.0099	0.0072	0.0084	C
131	X	2000-05	MDOT	Various park and Ride Lots	x				2002	2003	0.0045	0.0172	0.0041	0.0154	0.0038	0.0136	0.0022	0.0059	0.0020	0.0049	C
132	X	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0020	0.0000	0.0018	0.0000	0.0017	0.0000	0.0015	0.0000	0.0009	0.0000	TR
133	X	2000-05	VDOT	250 Spaces at Gambrell/Hoos Rds. Park and Ride	X				2002	2004	0.0045	0.0095	0.0042	0.0085	0.0038	0.0076	0.0022	0.0032	0.0020	0.0027	C
134	X	2000-05	VDOT	300 Spaces at Backlick Rd			X		2003	2007	0.0032	0.0069	0.0030	0.0062	0.0027	0.0055	0.0016	0.0023	0.0014	0.0020	C
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0045	0.0053	0.0042	0.0047	0.0038	0.0042	0.0022	0.0018	0.0020	0.0015	C
136	X	2000-05	VDOT	Columbia Pike Trail			X		2000	2007					0.0033	0.0034	0.0019	0.0014	0.0017	0.0012	C
137	X	2000-05	VDOT	Lee Highway trail			X		2000	2007	0.0019	0.0021	0.0018	0.0019	0.0016	0.0017	0.0010	0.0007	0.0009	0.0006	C
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0006	0.0005	0.0006	0.0005	0.0005	0.0004	0.0003	0.0002	0.0003	0.0002	C
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0052	0.0090	0.0048	0.0081	0.0044	0.0071	0.0026	0.0031	0.0023	0.0026	C

EXHIBIT 25

TERM TRACKING SHEET

12/12/07

TRANSPORTATION EMISSION REDUCTION MEASURES

Part A - Daily Ozone Precursor Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE											Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM			2008		2009		2010		2020		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
140	X	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0265	0.0132	0.0245	0.0119	0.0225	0.0105	0.0132	0.0045	0.0118	0.0038	C
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.0658	0.1010	0.0610	0.0907	0.0561	0.0802	0.0327	0.0344	0.0294	0.0290	C
142	X	2002-07	WMATA	100 CNG buses	X				2002		0.0000	0.1358	0.0000	0.1358	0.0000	0.1358					SP (TCM)
143	X	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.2100	0.0000	0.2100	0.0000	0.2100	0.0000	0.4300	0.0000	0.4300	0.0000	H (TCM)
144		2003-08	DC	Replace-23 12 Taxicabs with CNG cabs				X	2005	2006	0.0089	0.0157	0.0089	0.0157	0.0089	0.0157					H
145	X	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.0183	0.0520	0.0170	0.0468	0.0156	0.0403	0.0092	0.0127	0.0100	0.0168	TR
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile)			X		2005	2008	0.0107	0.0094	0.0099	0.0085	0.0091	0.0075	0.0053	0.0032	0.0048	0.0027	C (TCM)
147	X	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0015	0.0011	0.0014	0.0010	0.0013	0.0008	0.0007	0.0004	0.0007	0.0003	C (TCM)
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0022	0.0034	0.0020	0.0031	0.0019	0.0027	0.0011	0.0012	0.0010	0.0010	C (TCM)
149		2003-08	DC	CNG Rental Cars (18)				X	2005		0.0000	0.0002	0.0000	0.0002	0.0000	0.0002					SP
150	X	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X				2005	2004	0.0404	0.0619	0.0374	0.0556	0.0344	0.0492	0.0201	0.0211	0.0180	0.0178	C
151	X	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004	0.0001	0.0020	0.0001	0.0020	0.0001	0.0020					H (TCM)
152	X	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.0147	0.0223	0.0136	0.0201	0.0125	0.0177	0.0073	0.0076	0.0066	0.0064	C
153	X	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.0881	0.1364	0.0816	0.1225	0.0751	0.1083	0.0438	0.0465	0.0394	0.0392	C
155		2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005		0.0021	0.0046	0.0019	0.0041	0.0018	0.0037					C
156	X	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0029	0.0052	0.0027	0.0047	0.0025	0.0041	0.0014	0.0018	0.0013	0.0015	C
157	X	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0056	0.0121	0.0052	0.0109	0.0048	0.0096	0.0028	0.0041	0.0025	0.0035	C
158	X	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.0404	0.0732	0.0374	0.0657	0.0344	0.0581	0.0201	0.0250	0.0181	0.0210	C
159	X	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.0091	0.0175	0.0085	0.0157	0.0078	0.0139	0.0045	0.0060	0.0041	0.0050	C
160	X	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0010	0.0016	0.0010	0.0014	0.0009	0.0013	0.0005	0.0005	0.0005	0.0005	C
161	X	2003-08	Regional	Regional Traveler Information Systems			X		2005		0.1154	0.6787	0.1067	0.6106	0.0984	0.5250	0.0579	0.1656	0.0522	0.1156	TR
162	X	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.0181	0.0278	0.0168	0.0249	0.0154	0.0220	0.0090	0.0095	0.0081	0.0080	C
163	X	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0051	0.0117	0.0048	0.0105	0.0044	0.0092	0.0026	0.0040	0.0025	0.0036	C (TCM)
164	X	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0035	0.0053	0.0032	0.0048	0.0030	0.0042	0.0017	0.0018	0.0016	0.0015	C
165	X	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0007	0.0011	0.0006	0.0010	0.0006	0.0009	0.0003	0.0004	0.0003	0.0003	C
166	X	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004		0.0000	0.0001	0.0000	0.0001	0.0000	0.0001					SP
167	X	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0012	0.0018	0.0011	0.0017	0.0010	0.0015	0.0006	0.0006	0.0005	0.0005	C
168	X	2003-08	MCG	Annual Sidewalk Program	X				2004		0.0192	0.0295	0.0178	0.0265	0.0164	0.0234	0.0096	0.0101	0.0086	0.0085	C
169		2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0042	0.0059	0.0039	0.0053	0.0036	0.0047	0.0021	0.0020	0.0019	0.0017	C
170		2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0099	0.0116	0.0092	0.0104	0.0085	0.0092	0.0049	0.0040	0.0044	0.0033	C
171		2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0065	0.0087	0.0060	0.0078	0.0055	0.0069	0.0032	0.0030	0.0029	0.0025	C
172	X	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.0105	0.0164	0.0097	0.0147	0.0089	0.0130	0.0052	0.0056	0.0047	0.0047	C
173	X	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0037	0.0018	0.0034	0.0017	0.0031	0.0015	0.0018	0.0006	0.0016	0.0005	C
174	X	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0032	0.0016	0.0030	0.0014	0.0027	0.0013	0.0016	0.0005	0.0014	0.0005	C
175	X	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.0159	0.0360	0.0147	0.0323	0.0135	0.0286	0.0079	0.0123	0.0071	0.0103	C

EXHIBIT 25

TERM TRACKING SHEET TRANSPORTATION EMISSION REDUCTION MEASURES Part A - Daily Ozone Precursor Emissions

12/12/07

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE											Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM			2008		2009		2010		2020		2030		
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	
176	X	2003-08	VDOT	Universal Transportation Access Program			X		2005	2005-07	0.0013	0.0021	0.0012	0.0019	0.0011	0.0017	0.0007	0.0007	0.0006	0.0006	C
177	X	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward				0.0004	0.0007	0.0004	0.0006	0.0002	0.0003	0.0002	0.0002	C
178	X	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0024	0.0044	0.0022	0.0039	0.0021	0.0035	0.0012	0.0015	0.0011	0.0013	C
179	X	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0008	0.0013	0.0008	0.0012	0.0007	0.0011	0.0004	0.0005	0.0004	0.0004	C
180	X	2003-08	VDOT	Commuter Choice	X				2005		0.0011	0.0016	0.0010	0.0014	0.0009	0.0012	0.0005	0.0005	0.0005	0.0004	C
181	X	2003-08	VDOT	Employer Shuttle Services				X	2005		0.0128	0.0185	0.0119	0.0166	0.0109	0.0147	0.0064	0.0063	0.0057	0.0053	C
184	X	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006	0.0016	0.0029	0.0015	0.0026	0.0013	0.0023					C
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0013	0.0029	0.0012	0.0026	0.0011	0.0023	0.0007	0.0010	0.0006	0.0008	C
187	X	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0018	0.0033	0.0016	0.0029	0.0015	0.0026	0.0009	0.0011	0.0008	0.0009	C
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008	0.0011	0.0021	0.0010	0.0019							C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot			X		2005	early 2009					0.0018	0.0035	0.0011	0.0015	0.0010	0.0013	C
192	X	2003-08	VDOT	District-wide P&R Lots	X		X		2005	2001-2005	0.0127	0.0249	0.0118	0.0224	0.0108	0.0198	0.0063	0.0085	0.0057	0.0072	C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.0164	0.0372	0.0152	0.0334	0.0140	0.0295	0.0082	0.0127	0.0073	0.0107	C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.0021	0.0870	0.0021	0.0870	0.0021	0.0870					SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06	0.0083	0.3400	0.0083	0.3400	0.0083	0.3400					SP
198	X	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.0138	0.0755	0.0138	0.0755	0.0138	0.0755					SP
199	X	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0009	0.0020	0.0008	0.0018	0.0008	0.0016	0.0004	0.0007	0.0004	0.0006	C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0014	0.0021	0.0013	0.0019	0.0012	0.0017	0.0007	0.0007	0.0006	0.0007	C (TCM)
202		2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.0055	0.0133	0.0055	0.0133	0.0055	0.0133	0.0055	0.0133			SP
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.0459	0.1628	0.0459	0.1628	0.0459	0.1628	0.0459	0.1628			SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.0084	0.0136	0.0078	0.0122	0.0072	0.0108	0.0042	0.0046	0.0038	0.0039	C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0030	0.0066	0.0027	0.0060	0.0025	0.0053	0.0015	0.0023	0.0013	0.0019	C
206		2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.0149	0.0233	0.0138	0.0209	0.0127	0.0185	0.0074	0.0079	0.0067	0.0067	C
207	X	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.0105	0.0185	0.0097	0.0166	0.0089	0.0147	0.0052	0.0063	0.0047	0.0053	C
208		2003-08	MDOT	CNG Fueling Stations				X	2005		0.1270	0.1170	0.1270	0.1170	0.1270	0.1170					SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0016	0.0025	0.0015	0.0022	0.0013	0.0020	0.0008	0.0008	0.0007	0.0007	C (TCM)
212	X	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0007	0.0005	0.0006	0.0005	0.0006	0.0004	0.0003	0.0002	0.0003	0.0001	C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.0035	0.0042	0.0032	0.0037	0.0030	0.0033	0.0017	0.0014	0.0016	0.0012	C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.0615	0.0958	0.0570	0.0860	0.0525	0.0761	0.0306	0.0327	0.0275	0.0275	C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0067	0.0097	0.0062	0.0087	0.0057	0.0077	0.0033	0.0033	0.0030	0.0028	C
216	X	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.0727	0.1348	0.0673	0.1210	0.0620	0.1070	0.0362	0.0460	0.0325	0.0387	C
217		2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005		0.0237	0.1300	0.0237	0.1300	0.0237	0.1300					H
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.0777	0.1439	0.0719	0.1292	0.0662	0.1143	0.0386	0.0491	0.0347	0.0413	C

EXHIBIT 25

TERM TRACKING SHEET

12/12/07

TRANSPORTATION EMISSION REDUCTION MEASURES

Part A - Daily Ozone Precursor Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL	ACTUAL											
									COMPLETION DATE	COMPLETION DATE	2008		2009		2010		2020		2030		Project
											VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	VOC	NOX	Category *
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.0172	0.0264	0.0160	0.0237	0.0147	0.0210	0.0086	0.0090	0.0077	0.0076	C
220	X	2003-08	REGION	Signal System Optimization	X				2005	2005	0.4871	0.1897	0.4505	0.1707	0.4155	0.1468	0.2445	0.0463	0.2204	0.0323	TR
				Available Emissions Credits							2.752	5.400	2.597	5.058	2.441	4.675	1.474	1.165	1.331	0.821	

EXHIBIT 25

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only)

Part A - Daily Ozone Precursor Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION DATE	ACTUAL COMPLETION DATE	TONS/DAY REDUCTION CREDITED						Project Category
					FULL	SCALED-BACK	UNDER-WAY	REM			2010		2020		2030		
											VOC	NOx	VOC	NOx	VOC	NOx	
221	X	1995-00 TIP	REGION	M-24 Speed Limit Adherence					2010		-0.0146	0.5364	-0.0042	0.2365	0.0010	0.0739	TR
222		1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0010	0.0040	0.0000	0.0000	0.0000	0.0000	-
223	X	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0020	0.0080	0.0009	0.0030	0.0003	0.0007	C
224	X	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0010	0.0040	0.0004	0.0015	0.0001	0.0003	C
225	X	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)					2015		0.0000	0.0000	0.1745	0.3000	0.3490	0.6000	H
226	X	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	0.1560	0.2400	0.1560	0.2400	H
227	X	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0000	0.0100	0.0000	0.0038	0.0000	0.0009	C
228	X	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0004	0.0012	0.0003	0.0007	C
229	X	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.0000	0.0200	0.0000	0.0076	0.0000	0.0017	C
230	X	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0002	0.0005	0.0001	0.0003	C
231	X	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0000	0.0010	0.0000	0.0004	0.0000	0.0001	C
232		1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	X	1997-02 TIP	MGC	Silver Spring Transit Access							0.0000	0.0010	0.0000	0.0003	0.0000	0.0002	C
234	X	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.0050	0.0190	0.0021	0.0072	0.0007	0.0017	C

PLAN TOTAL	-0.0066	0.5894	0.1743	0.5583	0.3516	0.6804
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GRAND TOTAL (Current Measures + CLRP plan)	2.434	5.264	1.649	1.723	1.683	1.501
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DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

CREDIT TAKEN (X means emissions reduction credits taken):

TIP - Emissions credits are taken for projects being implemented, according to the progress reporting schedules provided by the implementing agencies (contained in Appendix J of Conformity Document). No credit has been taken for projects in which only some components of the measure have been implemented.

CLRP - Credit is taken for each of these elements of the CLRP according to the schedule provided by the implementing agency.

IMPLEMENTATION STATUS:

FULL = project is completed as planned at the time of analysis.

SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)

UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)

REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)

ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED

projects Emissions credits are not counted in toal available emissions credits

1

Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75

2

Line item 108 & 219 credits are taken only for year 2010

EXHIBIT 25

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES

Part B - Yearly PM 2.5 and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOS	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE							Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM			2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
9	X	1994-99	MDOT	Park & Ride Lot - MD 210/ MD 373	X				2000	2003	0.0097	0.3774	0.0095	0.0988	0.0095	0.0836	C
19	X	1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)	X					2002-2003	n/a	n/a	n/a	n/a	n/a	n/a	-
20	X	1994-99	ALEX	King St. Metrorail access improvements	X					2006	0.0097	0.3774	0.0095	0.0988	0.0095	0.0836	C
38	X	1995-00	MDOT	Signal Systems - MD 85 Executive Way to MD 355	X				1996	Pre 2000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
39	X	1995-00	MDOT	Signal Systems - MD 355 ,I-70 ramps to Grove Rd.	X				1996	n/a	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
44	X	1995-00	MDOT	Signal Systems - MD 410, 62nd Ave. to Riverdale Rd.	X				1996	2002	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
48	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0097	0.3774	0.0095	0.0988	0.0095	0.0836	C (TCM)
49	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.0907	3.5222	0.0891	0.9224	0.0891	0.7798	C (TCM)
51	X	1995-00	VDOT	Alexandria Telecommuting Pilot Program	X					2000 & 2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
52	X	1995-00	VDOT	Fairfax County Bus Shelter (Fairfax Co. TDM program)			X		2000	2001	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
54	X	1995-00	VDOT	City of Fairfax Bus Shelters	X				1999	2004	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C (TCM)
56	X	1995-00	VDOT	Cherry Hill VRE Access			X			Jul-08	0.0777	3.0190	0.0764	0.7906	0.0764	0.6684	C (TCM)
58	X	1995-00	WMATA	Bus Replacement (172 buses)	X				1998	1998	0.9490	36.8655					SP (TCM)
59	X	1995-00	MCG	Shady Grove West Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
60	X	1995-00	MCG	White Oak Park and Ride			X		2010		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
61	X	1995-00	MCG	Bicycle Facilities			X		FY99		0.0065	0.2516	0.0064	0.0659	0.0064	0.0557	C
62	X	1995-00	MCG	Pedestrian Facilities to Metrorail			X				0.0259	1.0063	0.0255	0.2635	0.0255	0.2228	C
63	X	1995-00	MDOT	MARC Replacement Coaches	X				1999	2004	0.0389	1.5095	0.0382	0.3953	0.0382	0.3342	C
64	X	1995-00	MDOT	MARC Expansion Coaches	X				1999	2004	0.3368	13.0824	0.3309	3.4261	0.3309	2.8966	C (TCM)
66	X	1995-00	VDOT	Commuter Lots - District Wide			X		varies	1995, 2000	0.1069	4.1512	0.1050	1.0871	0.1050	0.9191	C
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride	X				2000	2000 end	0.0648	2.5159	0.0636	0.6589	0.0636	0.5570	C
68	X	1995-00	VDOT	Lake Ridge Park and Ride (now called Tacketts Mill lot)	X					1999/2000	0.0324	1.2579	0.0318	0.3294	0.0318	0.2785	C
69	X	1995-00	VDOT	Bicycle Trails and Facilities (Arlington & Fairfax Co - 7 locations)			X		varies	2007	0.0551	2.1385	0.0541	0.5600	0.0541	0.4735	C
70	X	1995-00	VDOT	Improved Accesses to Metrorail Stations (VRE 2 Stn)			X		varies	2000-2012	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C
71	X	1995-00	VDOT	I-66 HOV access at Monument Dr.	X					1997	0.0648	2.5159	0.0636	0.6589	0.0636	0.5570	C
72	X	1995-00	DC	Bicycle Facilities		X					0.0648	2.5159	0.0636	0.6589	0.0636	0.5570	C
73	X	1995-00	REGION	COG Regional Ridesharing Support	X					on-going	0.9401	34.9155	0.9237	9.1470	0.9237	7.7808	C
74	X	1995-00	REGION	M-47 Integrated Ridesharing	X					on-going	0.4939	18.4288	0.4853	4.8277	0.4853	4.1040	C
75	X	1995-00	REGION	M-92 Telecommuting Support	X					on-going	0.7644	29.0100	0.7511	7.5986	0.7511	6.4445	C
77		1996-01	VDOT	Duke Street Pedestrian Bridge					2005	2007	n/a	n/a	n/a	n/a	n/a	n/a	-
79	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #85)			X		1999	Summer 2001	0.0097	0.3774	0.0095	0.0988	0.0095	0.0836	C

EXHIBIT 25

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES

Part B - Yearly PM 2.5 and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

Project Category: TR - Transit System, C - Commuter, H - Heavy Duty Vehicles (Engine Technology), or Specific Vehicle Type, TCM - Transportation Control Measures																	
NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE							Project Category *
					FULL	SCALED-BACK	UNDERWAY	REM			2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
81	X	1996-01	VDOT	Arlington County Metrocheck Program	X				1997	1997 Onwards	0.0097	0.3774	0.0095	0.0988	0.0095	0.0836	C
82	X	1996-01	VDOT	Old Dominion Drive Bike Trail			X		2000	2007	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C
83	X	1996-01	WMATA	Bus Replacement (see line 58, above)	X					1998	Credit taken in line 58, above						SP
85	X	1996-01	VDOT	Fairfax County Bus Shelters (30 shelters with project #79)	X				1999	2001	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C
90	X	1996-01	REGION	M-47c Employer Outreach / Guaranteed Ride Home	X					on-going	5.6390	216.1272	5.5409	56.6059	5.5409	47.9439	C
91	X	1996-01	REGION	M-70a Bicycle Parking			X		1999		0.0227	0.8805	0.0223	0.2306	0.0223	0.1950	C
92	X			M-92 Telecommuting Support ¹	Combined with item #75												C
95	X	1997-02	MCG	Germantown Transit Center	X				2005		0.0615	2.3901	0.0605	0.6259	0.0605	0.5292	C (TCM)
102	X	1997-02	PG	Prince George's County Bus Replacement	X				1998	1998	0.0339	1.3166					SP (TCM)
106	X	1997-02	VDOT	PRTC Employer Commuting Outreach Program	X					1977 on-going	0.0016	0.0629	0.0016	0.0165	0.0016	0.0139	C
107	X	1997-02	VDOT	PRTC Multimodal Strategic Marketing Implementation Plan	X					1977 on-going	0.0016	0.0629	0.0016	0.0165	0.0016	0.0139	C
108	X	1997-02	MDOT	M-103 Taxicab Replacement in Maryland ²	X				2005	Stopped	1.0074	39.1331					SP
109	X	1997-02	REGION	M-70b Employer Outreach for Bicycles	X				1998	on going	0.0116	0.4727	0.0114	0.1237	0.0114	0.1039	C
110		1997-02	VDOT	M-77b Vanpool Incentive Programs in Virginia				X	1999	delayed	n/a	n/a	n/a	n/a	n/a	n/a	C
111	X	1998-03	WMATA	Bus Replacement (108 buses)	X				1999	1999	0.6090	23.6554					SP
112	X	1998-03	MCG	Montgomery County Bus Replacement	X					Ongoing	0.1017	3.9499					SP
113	X	1998-03	PG	Prince George's County Bus Replacement	X				1998	Ongoing	0.0075	0.2926					SP
114	X	1998-03	FDC	Frederick County Bus Replacement	X						0.0000	0.0000					SP
117	X	1998-03	VDOT	Arlington County Four Mile Run Bike Trail			X		1999	2007	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C
118	X	1998-03	VDOT	Northern Virginia Turn Bays	X				2000	1998	0.0057	0.2214	0.0056	0.0580	0.0056	0.0490	TR
119	X	1998-03	VDOT	Fairfax City Bus Replacement	X				2001	2003	n/a	n/a					SP
121	X	1998-03	WMATA	WMATA Bus Replacement (252 buses)	X				2001	2001	1.4537	56.4687					SP
122	X	97 & 98 TIP	REGION	M-101a Mass Marketing Campagin (Consumer)			X			2005	0.4476	17.1384	0.4398	4.4887	0.4398	3.8023	C
123	X	1999-04	MDOT	Various Park and Ride Lots(I-270/MD124, 450 & I-170/MD-75, 54 spaces)		X			2001/1999	2001	0.1166	4.5285	0.1146	1.1859	0.1146	1.0027	C
124	X	1999-04	MDOT	Signal Systems (197/MD-198, MD-382 TO US-301,US301)	X				2000	2002	-0.0114	-0.4428	-0.0112	-0.1160	-0.0112	-0.0980	TR
125	X	1999-04	VDOT	Transit Center at 7 Corners	X				2002	2001	0.0065	0.2516	0.0064	0.0659	0.0064	0.0557	C
126	X	1999-04	VDOT	Falls Church Clean Diesel Bus Service	X				2000	2003	0.0188	0.7315					SP
127	X	1999-04	VDOT	VA 234 Bike Trail			X		2001	2008	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
128	X	1999-04	VDOT	PRTC Ridesharing	X				on-going	2000 ongoing	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	C
130	X	1996-01	VDOT	M-14: I-66 Feeder Bus Fare Buy Down	X					1998 onward	0.1781	6.9186	0.1750	1.8119	0.1750	1.5318	C
131	X	2000-05	MDOT	Various park and Ride Lots	X				2002	2003	0.1053	4.0897	0.1035	1.0710	0.1035	0.9055	C

EXHIBIT 25

TERM TRACKING SHEET

TRANSPORTATION EMISSION REDUCTION MEASURES

Part B - Yearly PM 2.5 and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOS	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE							Project Category *
					FULL	SCALED- BACK	UNDER- WAY				2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
132	X	2000-05	MDOT	Signal Systems	X				Varies	on-going	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	TR
133	X	2000-05	VDOT	250 Spaces at Gambrell/Hooes Rds. Park and Ride	X				2002	2004	0.0583	2.2643	0.0573	0.5930	0.0573	0.5013	C
134	X	2000-05	VDOT	300 Spaces at Backlick Rd			X		2003	2007	0.0421	1.6353	0.0414	0.4283	0.0414	0.3621	C
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail	X				2002	2005	0.0324	1.2579	0.0318	0.3294	0.0318	0.2785	C
136	X	2000-05	VDOT	Columbia Pike Trail			X		2000	2007	0.0259	1.0063	0.0255	0.2635	0.0255	0.2228	C
137	X	2000-05	VDOT	Lee Highway trail			X		2000	2007	0.0130	0.5032	0.0127	0.1318	0.0127	0.1114	C
138	X	2000-05	VDOT	Arlington Bus Shelter Improvements	X				2005	2005	0.0032	0.1258	0.0032	0.0329	0.0032	0.0279	C
139	X	2000-05	VDOT	Pentagon Metrostation Improvements	X					2003	0.0551	2.1385	0.0541	0.5600	0.0541	0.4735	C
140	X	2000-05	MDOT	East/West Intersection Improvements			X		2005	2005	0.0810	3.1448	0.0795	0.8236	0.0795	0.6963	C
141	X	2001-06	Feds	Federal Transit/Ridesharing subsidy	X				on-going		0.6185	24.0264	0.6078	6.2921	0.6078	5.3196	C
142	X	2002-07	WMATA	100 CNG buses	X				2002		0.5114	19.8664					SP (TCM)
143	X	2002-07	WMATA	ULSD with CRT filters	X				2006	Jun-06	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	H (TCM)
144		2003-08	DC	Replace-23 12 Taxicabs with CNG cabs				X	2005	2006	0.0591	2.2968					H
145	X	2003-08	DC	D.C.Incident Response & TrafficManagement System	X				2005	2004	0.2810	10.9156	0.2761	2.8586	0.2761	2.4168	TR
146	X	2003-08	DC	Bicycle Lane in D. C. (35 Mile)			X		2005	2008	0.0435	2.3259	0.0428	0.6077	0.0428	0.4952	C (TCM)
147	X	2003-08	DC	Bicycle Racks in D. C. (500)	X				2005	2004	0.0040	0.2658	0.0040	0.0694	0.0040	0.0555	C (TCM)
148	X	2003-08	DC	External Bicycle Racks on WMATA Buses in D. C. (600)	X				2005	2003	0.0210	0.8194	0.0206	0.2145	0.0206	0.1814	C (TCM)
149		2003-08	DC	CNG Rental Cars (18)				X	2005		0.0008	0.0293					SP
150	X	2003-08	DC	Sidewalks in D.C. (\$ 5 million)	X				2005	2004	0.3753	14.7624	0.3688	3.8646	0.3688	3.2644	C
151	X	2003-08	DC	CNG Refuse Haulers (2)	X				2005	2004	0.0075	0.2926					H (TCM)
152	X	2003-08	DC	Circulator /Feeder Bus Routes	X				2005	2003	0.1349	5.3254	0.1325	1.3941	0.1325	1.1770	C
153	X	2003-08	MDOT	Commuter Tax Credit	X				2005	n/a	0.8289	32.4959	0.8145	8.5072	0.8145	7.1890	C
155		2003-08	MDOT	Employer Vanpool Program (WWB)				X	2005		0.0282	1.0965					C
156	X	2003-08	MDOT	Green Line Link			X		2005	n/a	0.0332	1.2356	0.0326	0.3236	0.0326	0.2754	C
157	X	2003-08	MDOT	Park & Ride Lots - Southern Maryland			X		2005	2005	0.0716	2.5352	0.0704	0.6642	0.0704	0.5694	C
158	X	2003-08	MDOT	Prince George's County- Bus Exp			X		2005	n/a	0.4655	17.3263	0.4574	4.5376	0.4574	3.8619	C
159	X	2003-08	MDOT	MTA - Bus Service Expansion			X		2005	n/a	0.1127	4.1304	0.1108	1.0818	0.1108	0.9228	C
160	X	2003-08	MDOT	Ride- On - Super Discount			X		2005	n/a	0.0095	0.3755	0.0094	0.0983	0.0094	0.0830	C
161	X	2003-08	Regional	Regional Traveler Information Systems			X		2005		3.6645	142.3462	3.6007	37.2781	3.6007	31.5166	TR
162	X	2003-08	MDOT	Universal Transportation Access (MD + WMATA)			X		2005	n/a	0.1683	6.6190	0.1654	1.7328	0.1654	1.4637	C
163	X	2003-08	MCG	Construction of 1300 additional Parking Spaces at Grosvenor Metro Garage	X				2004		0.0779	2.7344	0.0765	0.7164	0.0765	0.6149	C (TCM)

EXHIBIT 25
TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM 2.5 and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

NOS	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE							Project Category *
					FULL	SCALED-BACK	UNDER-WAY	REM			2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
164	X	2003-08	MCG	Bethesda Shuttle Bus Services	X				2004		0.0321	1.2692	0.0316	0.3323	0.0316	0.2805	C
165	X	2003-08	MCG	External Bicycle Racks on Ride-On Buses in Montgomery County	X				2004		0.0065	0.2555	0.0064	0.0669	0.0064	0.0566	C
166	X	2003-08	MCG	New CNG Powered Light Duty Vehicle fleet in the County	X				2004		0.0004	0.0146					SP
167	X	2003-08	MCG	Free Bus Service on Selected Routes on I-270	X				2004		0.0112	0.4396	0.0110	0.1151	0.0110	0.0972	C
168	X	2003-08	MCG	Annual Sidewalk Program	X				2004		0.1787	7.0297	0.1756	1.8403	0.1756	1.5545	C
169		2003-08	MDOT	Bethesda Breeze/International Express Metrobus				X	2005	Removed	0.0351	1.4220	0.0345	0.3722	0.0345	0.3132	C
170		2003-08	MDOT	Bethesda-8, Silver Spring Downtown Dasher and Prince Georges Co. Shuttles at 3 PNR lot				X	2005	Removed	0.0634	2.8091	0.0623	0.7348	0.0623	0.6113	C
171		2003-08	MDOT	Proposed Transportation Management District in Montgomery County (Rockville and Gaithersburg)				X	2005	Removed	0.0504	2.0898	0.0496	0.5469	0.0496	0.4588	C
172	X	2003-08	MDOT	Sidewalks (Bikes/Pedestrian) at / near Rail Stations	X				2005	2002	0.1000	3.9056	0.0983	1.0225	0.0983	0.8645	C
173	X	2003-08	MDOT	Neighborhood Sidewalks Improvements (Bike/Pedestrian)	X				2005	2004	0.0039	0.4809	0.0038	0.1253	0.0038	0.0961	C
174	X	2003-08	MDOT	Neighborhood Conservation Program - Neighborhood Sidewalks Improvements (Bikes/Pedestrian)		X			2005	Ongoing	0.0034	0.4208	0.0033	0.1096	0.0033	0.0841	C
175	X	2003-08	MDOT	Maryland bus Transit Service Expansion	X				2005	2004	0.2408	8.4542	0.2366	2.2151	0.2366	1.9011	C
176	X	2003-08	VDOT	Universal Transportation Access Program			X		2005	2005-07	0.0127	0.4963	0.0124	0.1299	0.0124	0.1098	C
177	X	2003-08	VDOT	Interactive Rideshare & Kiosk Initiative			X		2008 onward		0.0050	0.1872	0.0049	0.0490	0.0049	0.0417	C
178	X	2003-08	VDOT	Mobile Commuter Stores	X				2005	2005	0.0278	1.0348	0.0273	0.2710	0.0273	0.2307	C
179	X	2003-08	VDOT	Telework Incentive Program (Telework VA) ¹	X				2005	Fall 2006	0.0082	0.3166	0.0080	0.0829	0.0080	0.0701	C
180	X	2003-08	VDOT	Commuter Choice	X				2005		0.0093	0.3730	0.0091	0.0976	0.0091	0.0822	C
181	X	2003-08	VDOT	Employer Shuttle Services				X	2005		0.1100	4.4272	0.1081	1.1588	0.1081	0.9758	C
184	X	2003-08	VDOT	Van Start / Van Save	X				2005	till 2006	0.0182	0.6765					C
185	X	2003-08	VDOT	Metro Shuttle Bus			X		2005	1999-2005	0.0191	0.6761	0.0188	0.1771	0.0188	0.1518	C
187	X	2003-08	VDOT	VRE Mid-Day Train Service	X				2005	2002	0.0207	0.7692	0.0204	0.2014	0.0204	0.1715	C
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge deck)	X				2005	2004 - 2008	0.0136	0.4960					C
191	X	2003-08	VDOT	Town of Leesburg P&R Lot			X		2005	early 2009	0.0285	1.0291	0.0280	0.2696	0.0280	0.2304	C
192	X	2003-08	VDOT	District-wide P&R Lots	X		X		2005	2001-2005	0.1617	5.8821	0.1589	1.5408	0.1589	1.3155	C
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations	X				2005	2005	0.2484	8.7207	0.2440	2.2849	0.2440	1.9610	C
196	X	2003-08	WMATA	64 CNG Buses (Purchased in 2001)	X				2005	2004	0.3278	12.7332					SP (TCM)
197	X	2003-08	WMATA	250 CNG Buses (175 buses by Dec. 2004; 75 buses by mid 2006)	X				2005	Jun-06	1.2805	49.7392					SP
198	X	2003-08	WMATA	60 Engine Replacement (MY 1992 & 1993 MY buses)	X				2004	2004	0.2843	11.0421					SP
199	X	2003-08	WMATA	Car Sharing Program	X				2005	2004	0.0135	0.4742	0.0133	0.1242	0.0133	0.1066	C
200	X	2003-08	WMATA	Bikes Racks on WMATA Buses in VA (372 Bike Racks)	X				2005	2004	0.0130	0.5094	0.0128	0.1334	0.0128	0.1128	C (TCM)
202		2003-08	MDOT	Fleet Replacement (state auto fleet, gas to hybrid, 250 vehicles)				X	2005		0.0501	1.9457	0.0492	0.5095			SP

EXHIBIT 25
TERM TRACKING SHEET
TRANSPORTATION EMISSION REDUCTION MEASURES
Part B - Yearly PM 2.5 and Precursor NOx Emissions

* Project Category: TR - Traffic Stream, C - Commute, H - Heavy Duty Vehicles (Engine Technology), SP- Specific Vehicle Type, TCM - Transportation Control Measures

Project Category: TR - Transit System, C - Commute, H - Heavy Duty Vehicles (Engine Technology), or Specific Vehicle Type, ROW - Transportation Control Measures																	
NOs	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				ORIGINAL COMPLETION DATE	ACTUAL COMPLETION DATE							Project Category *
					FULL	SCALED- BACK	UNDER- WAY	REM			2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
203	X	2003-08	MDOT	Replace 55 Montgomery County 10 yr. old buses w/ new CNG buses			X		2005	Ongoing	0.6131	23.8163	0.6024	6.2371			SP
204		2003-08	MDOT	Neighborhood Bus Shuttle (5 circulator routes)				X	2005		0.0838	3.2378	0.0824	0.8477	0.0824	0.7178	C
205	X	2003-08	MDOT	New Surface Parking at Transit Centers (500 spaces)			X		2005	2005	0.0444	1.5607	0.0436	0.4089	0.0436	0.3509	C
206		2003-08	MDOT	Additional Bike Lockers at Metro-Stations				X	2005		0.1419	5.5431	0.1395	1.4512	0.1395	1.2269	C
207	X	2003-08	MDOT	Bike Facilities at PnR Lots or other similar location			X		2005	2005	0.1164	4.3726	0.1144	1.1451	0.1144	0.9733	C
208		2003-08	MDOT	CNG Fueling Stations				X	2005		0.4406	17.1161					SP
209		2003-08	MDOT	Gas cap replacements (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	SP
210		2003-08	MDOT	Gas can turnover (ROP Credit)				X	2005		N/A	N/A	N/A	N/A	N/A	N/A	SP
211	X	2003-08	MDOT	External Bicycle Racks on WMATA Buses (486 MD buses)	X				2005	2002	0.0150	0.5873	0.0148	0.1538	0.0148	0.1300	C (TCM)
212	X	2003-08	MDOT	Bike \ Pedestrian Trail - Anacostia River Walk			X		2005	Ongoing	0.0022	0.1287	0.0022	0.0336	0.0022	0.0271	C
213		2003-08	MDOT	Transit Prioritization - Queue Jumps				X	2005		0.0229	1.0035	0.0225	0.2625	0.0225	0.2187	C
214	X	2003-08	MDOT	Commuter Choice Benefit/Tax Credit - Marketing Expansion	X				2005	Ongoing	0.5833	22.8203	0.5732	5.9743	0.5732	5.0500	C
215	X	2003-08	MDOT	Improvements to Pedestrian Access in TOD areas (4 locations)			X		2005	Ongoing	0.0577	2.3196	0.0567	0.6072	0.0567	0.5113	C
216	X	2003-08	MDOT	Telecommuting Expansion ¹	X				2005	Ongoing	0.8615	31.8592	0.8466	8.3441	0.8466	7.1080	C
217		2003-08	MDOT	Replace older Diesel Engine in Public Sector vehicles				X	2005		0.4896	19.0179					H
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded ¹	X				2005	2005	0.9201	34.0239	0.9041	8.9111	0.9041	7.5909	C
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees ²	X				2005	2003	0.1602	6.3004	0.1574	1.6494	0.1574	1.3932	C
220	X	2003-08	REGION	Signal System Optimization	X				2005	2005	1.0243	39.7879	1.0065	10.4198	1.0065	8.8093	TR
Available Emissions Credits											25.937	1087.716	17.068	198.576	16.466	162.835	

EXHIBIT 25

12/12/07

TRANSPORTATION EMISSION REDUCTION MEASURES (CLRP Projects Only) Part B - Yearly PM 2.5 and Precursor NOx Emissions

Project Category: TR - Traffic Stream, C - Commute, H - Engine Technology (Heavy Dudy Vehicles), SP- Specific Vehicle Type

NOs	CREDIT	TIP	AGENCY	PROJECT	IMPLEMENTATION STATUS				PROJECTED COMPLETION	ACTUAL COMPLETION	TONS/ANNUM REDUCTION CREDITED						Project Category
					FULL	SCALED- BACK	UNDER- WAY	REM			2010		2020		2030		
											PM2.5	Precursor NOx	PM2.5	Precursor NOx	PM2.5	Precursor NOx	
TAKEN	CREDITED																
221	X	1995-00 TIP	REGION	M-24 Speed Limit Adherence					2010		4.1387	160.7672	4.1745	43.2186	1.5488	13.5560	TR
222		1996-01 TIP	MGC	Rock Spring Park Pedestrian Amenities				X			0.0309	1.1989	0.0000	0.0000	0.0000	0.0000	-
223	X	1996-01 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0617	2.3977	0.0536	0.5552	0.0146	0.1281	C
224	X	1996-01 TIP	MGC	Damascus Park and Ride						2003	0.0309	1.1989	0.0268	0.2776	0.0073	0.0641	C
225	X	1996-01 TIP	DC	M-103 Taxicab Replacement (DC)					2015		0.0000	0.0000	5.2954	54.8227	12.5745	110.0623	H
226	X	STADIUM ANALYSIS		M-103 Taxicab Replacement (MD)				X	2008		0.0000	0.0000	4.2363	43.8582	5.0298	44.0249	H
227	X	1997-02 TIP	MDOT	Shady Grove West Transit Center Park and Ride				X			0.0772	2.9972	0.0670	0.6940	0.0183	0.1602	C
228	X	1997-02 TIP	MGC	Olney Transit Center Park and Ride					2015		0.0000	0.0000	0.0220	0.2277	0.0146	0.1281	C
229	X	1997-02 TIP	MGC	White Oak Park and Ride					2008		0.1543	5.9943	0.1341	1.3879	0.0366	0.3204	C
230	X	1997-02 TIP	MGC	Damascus Park and Ride						2003	0.0000	0.0000	0.0082	0.0854	0.0055	0.0481	C
231	X	1997-02 TIP	MGC	Four Corners Transit Center					2015		0.0077	0.2997	0.0067	0.0694	0.0018	0.0160	C
232		1997-02 TIP	MGC	Burtonsville Transit Center				X			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	-
233	X	1997-02 TIP	MGC	Silver Spring Transit Access							0.0077	0.2997	0.0055	0.0569	0.0037	0.0320	C
234	X	1997-02 TIP	MGC	Shady Grove Parking Construction						2003	0.1466	5.6946	0.1274	1.3185	0.0348	0.3043	C

PLAN TOTAL	0.4089	176.6521	5.6797	102.0200	12.6934	124.6595
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GRAND TOTAL (Current Measures + CLRP plan)	26.346	1264.369	22.748	300.596	29.159	287.494
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DEFINITIONS: Project Numbers implemented fully prior to 2000 were removed from the TERM Tracking Sheet

CREDIT TAKEN (X means emissions reduction credits taken):

TIP - Emissions credits are taken for projects being implemented, according to the progress reporting schedules provided by the implementing agencies (contained in Appendix J of Conformity Document). No credit has been taken for projects in which only some components of the measure have been implemented.
CLRP - Credit is taken for each of these elements of the CLRP according to the schedule provided by the implementing agency.

IMPLEMENTATION STATUS:

FULL = project is completed as planned at the time of analysis.
SCALED BACK = project is completed, but at a different level than assumed at the time of analysis (i.e., purchased 50 buses instead of 100)
UNDERWAY = project is not complete, but is close enough that credit may be taken (i.e., under construction, NOT just out for bid)
REMOVED = project no longer expected to be implemented or constructed

COMPLETION DATE:

PROJECTED = project completion date originally expected (i.e., at time of emissions analysis)
ACTUAL = actual year project was open for use, or expected to be open for use if under construction

REMOVED

projects Emissions credits are not counted in toal available emissions credits

- 1 Line items 218, 216, 179, 92 are all credited as part of M-92 Regional Telecommute Support TERM, line item # 75
- 2 Line item 108 & 219 credits are taken only for year 2010

IV. CONSULTATION

The November 1993 regulations identified specific requirements and processes for consultation on an interagency basis and with the public. The requirements addressed consultation as regards the preparation of state air quality implementation plans (SIP)s as well as conformity determinations. The regulations stated that in addition to establishing these procedures for the future, reasonable opportunity for consultation must be provided for current conformity assessments.

To address these requirements, the TPB began discussion of an appropriate approach starting in January 1994. Consultation agencies were identified as the Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Metropolitan Washington Air Quality Committee (MWAQC) and its member agencies.

Following a series of work sessions, public forums, comments and correspondence with the consultation agencies and the public, the TPB developed and adopted a set of procedures to fully address all requirements. The procedures involve invitations to the public and the consultation agencies to attend and become involved in all TPB matters regarding transportation conformity. Similarly, over the past few years the TPB has expanded the opportunity for public involvement through a series of new initiatives. Examples include: the public comment period at the start of each TPB meeting; regular public forums and workshops on major topics; a monthly newsletter; the institution of the Citizens Advisory Committee. The procedures have been summarized into a report called the TPB Participation Plan (Reference 11).

The TPB adopted both sets of procedures on September 21, 1994 and staff has subsequently executed them. In the August 15, 1997 amendments to its conformity regulations, EPA established additional requirements regarding consultation. Accordingly, COG/TPB staff, in consultation with MWAQC, appropriate federal agencies and the public, prepared draft updates to the TPB procedures. Following an extensive review and comment period, the TPB adopted revised consultation procedures (Reference 4), which were followed throughout the preparation of the 2007 CLRP and the FY2008-2013 TIP. Exhibit 26 lists the original schedule for these public involvement/consultation opportunities throughout the year. Additional materials are contained as Appendix C.



Schedule for the 2007 Financially Constrained Long-Range Plan (CLRP) and FY 2008 - 2013 Transportation Improvement Program (TIP)

February 23, 2007	DEADLINE: Transportation Agencies Complete On-Line Project Submissions
March 2, 2007	Technical Committee reviews Plan and TIP Project Submissions and draft Scope of Work for the Air Quality Conformity Assessment
March 15, 2007	Plan and TIP Project Submissions and draft Scope of Work Released for Public Comment at the Citizens Advisory Committee (CAC)
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*December 19, 2007	TPB Receives a Status Report on the Draft Plan, TIP and Conformity Assessment
January 12, 2008	Public Comment Period Ends
*January 16, 2008	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft Plan, TIP and Conformity Assessment for Adoption

V. CONFORMITY ASSESSMENT - CRITERIA AND PROCEDURES

EPA's conformity regulations identify criteria and procedures for the determination of conformity. These regulations vary according to pollutants and to different actions being considered and according to the time period and the area's standing with EPA in terms of meeting SIP milestone requirements. The March 10, 2006 amendments to EPA's regulations represent the current transportation conformity requirements. The following sections indicate: (1) the appropriate sections of the regulations which must be adhered to in this conformity analysis, and (2) the manner in which the regulations have been met.

A. CONFORMITY CRITERIA

This section identifies the criteria (sections of the regulations) which the CLRP and TIP must meet in order to conform to current implementation plans in the District of Columbia, Maryland and Virginia. Exhibit 27 lists all sections of the regulations relevant at this time to assessment of the 2007 CLRP and the FY2008-2013 TIP. The following discussion indicates the manner in which each criterion was met.

B. RELATIONSHIP TO CRITERIA

Sec. 93.110 Criteria and procedures: Latest planning assumptions.

The conformity assessment is based upon the most current planning assumptions available for the Washington region. Draft Round 7.1 Cooperative Forecasts were approved by the Metropolitan Development Policy Committee for testing in conjunction with conformity analyses. These forecasts were developed and reviewed with an explicit perspective on transportation and land use interaction.

Travel demand modeling methods incorporating the latest travel time refinements were used in this study. Other refinements include development and use of a comprehensive set of transit and HOV networks. As with previous conformity analyses, transit fares are modeled explicitly in the modal choice process. The analysis includes actual fares for the base year simulation, with forecast year fares based on current (June 30, 2006) fares with increases through time as a function of increases in the consumer price index. Base year fares are modeled to reflect the WMATA tariff and other actual charges levied by each transit provider; the updated fare tariffs provided the basis for future analysis years. Transit operating policies, such as hours and frequency of service, are updated annually and modeled explicitly to reflect actual conditions in the peak

Exhibit 27

Conformity Criteria

All Actions at all times:

Sec. 93.110	Latest planning assumptions.
Sec. 93.111	Latest emissions model.
Sec. 93.112	Consultation.

Transportation Plan:

Sec. 93.113(b)	TCMs.
Sec. 93.118 and/or Sec. 93.119	Emissions budget and /or Interim emissions.

TIP:

Sec. 93.113(c)	TCMs.
Sec. 93.118 and/or Sec. 93.119	Emissions budget and /or Interim emissions.

Project (From a Conforming Plan and TIP):

Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.115	Project from a conforming plan and TIP.
Sec. 93.116	CO, PM10, and PM2.5 hot spots.
Sec. 93.117	PM10 and PM2.5 control measures.

Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d)	TCMs.
Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.116	CO, PM10, and PM2.5 hot spots.
Sec. 93.117	PM10 and PM2.5 control measures.
Sec. 93.118 and/or Sec. 93.119	Emissions budget and/or Interim emissions

and off-peak hours. The overall travel demand modeling process is continually monitored and refined as needed to reflect changing conditions, whether related to travel patterns, TERM effectiveness or other changes, as new data become available.

Sec. 93.111 Criteria and procedures: Latest emissions model.

The current analysis used MOBILE6.2, the latest emission factor model specified by EPA for use in preparation of state implementation plans and conformity assessments.

Sec. 93.112 Criteria and procedures: Consultation.

As discussed in Chapter IV, appropriate and extensive interagency and public consultation procedures have been followed throughout this analysis.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.

The policy element of the 2007 CLRP specifically addresses the implementation of projects and measures designed to achieve air quality attainment goals. Previous TIPs contained CMAQ-funded TERMS and TCM projects which are elements of the regional ozone attainment plan. As a means of addressing this section of the conformity regulations, implementing agencies prepared progress reports on the implementation status of each of these projects. Appendix I contains the responses from each implementing agency, which document the implementation progress. Some are subject to normal delays associated with the programming process.

Exhibit 28 summarizes funding totals by category in the Annual Element of the FY2008-2013 TIP. As seen in the table, almost 60% of programmed expenditures address transit, ridesharing and bikeways.

EXHIBIT 28

FUNDING CATEGORIES IN THE ANNUAL ELEMENT OF THE FY2008-2013 TIP

CATEGORY	TOTAL ANNUAL ELEMENT COST (000's)
Transit	\$ 2,920,400
Highway	\$ 2,020,400
Wilson Bridge	\$ 162,900
Ridesharing	\$ 4,400
Bikeways	\$ 20,400
TOTAL	\$ 5,128,500

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.

There is a currently conforming plan and program in the Washington region. This current conformity analysis is designed to update and supersede the (conforming) FY2007-2012 TIP and the (conforming) 2006 CLRP, adopted by the TPB in October, 2006.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.

All projects advanced for implementation will come from a conforming plan and program.

Sec. 93.116 Criteria and procedures: Localized CO and PM10 violations (hot spots).

Any project advanced to the FY2008-2013 TIP must first have met this criterion as an element of its environmental study. (The Washington area is now in attainment for both carbon monoxide and PM10.)

Sec. 93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures.

The Washington area is in attainment for PM10. Per PM2.5 requirements, a SIP for the Washington nonattainment area is under development and will be submitted to EPA in 2008.

93.118 Motor vehicle emissions budget

As discussed in Chapter II, part B, this analysis includes use of the existing 1-hour ozone budgets as well as the budgets developed as part of the 8-hour ozone SIP which are awaiting EPA's approval or adequacy finding for use in conformity. As discussed in Chapter III, total VOC, NOx and CO emissions for all program and plan milestone analysis years are well within their respective emissions budgets.

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

The forecast year PM2.5 pollutant emissions are below those of the 2002 base year.

NOTE: See EPA's March 10, 2006 conformity regulations for the full text associated with each section's requirements.

VI. FINDINGS

The analytical results described above provide a basis, in relation to US EPA conformity regulations, for a determination of conformity of the year 2006 Constrained Long Range Plan and the FY2008-2013 Transportation Improvement Program for The Washington Metropolitan Region, with requirements of the Clean Air Act Amendments of 1990.

APPENDIX A

Air Quality Conformity Scope of Work

**AIR QUALITY CONFORMITY ASSESSMENT:
2007 CONSTRAINED LONG RANGE PLAN AMENDMENTS AND
FY2008-2013 TRANSPORTATION IMPROVEMENT PROGRAM**

SCOPE OF WORK

I. INTRODUCTION

Projects solicited for the 2007 Constrained Long Range Plan (CLRP) and the FY2008-2013 Transportation Improvement Program (TIP) are scheduled to be finalized at the May 16, 2007 TPB meeting. This scope of work reflects the tasks and schedule designed for the air quality conformity assessment leading to adoption of the plan and program on December 19, 2007. This work effort addresses requirements associated with attainment of the 1-hour and 8-hour ozone standards (volatile organic compounds (VOC) and nitrogen oxides (NO_x) as ozone precursor pollutants), and fine particles (PM_{2.5}) standards (direct particles and precursor NO_x), as well as maintenance of the wintertime carbon monoxide (CO) standard.

The plan and program must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 10, 2006, and (3) as detailed in periodic FHWA / FTA and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. REQUIREMENTS AND APPROACH

A. Criteria (See Exhibit 1)

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions,
2. Provide expeditious implementation of TCMs, and
3. Contribute to annual emissions reductions.

Assessment criteria for ozone, CO, and PM_{2.5} are discussed below.

DC, Maryland, and Virginia state air agencies, working through the Metropolitan Washington Air Quality Committee (MWAQC), are scheduled to submit 8-hour ozone SIP budgets to EPA by June 15, 2007. These new budgets will provide the basis for the ozone season emissions budget comparison element of the conformity assessment.

The region is in maintenance for mobile source wintertime CO and, as in prior conformity assessments, is required to show that pollutant levels do not exceed the approved budget.

Criteria and procedures for demonstrating conformity with respect to PM_{2.5} in the interim period before SIPs are filed differ from ozone or wintertime carbon monoxide assessments in that there are no existing budgets which can be applied. In this case EPA allows for an assessment that shows emissions in “action” scenarios are no greater than those in a 2002 base. This criterion was established and applied, with the concurrence of MWAQC, in the past PM_{2.5} conformity assessments. Emissions will be inventoried for yearly totals instead of on a daily basis.

B. Approach (See Table 1 – Summary of Technical Approach)

The analytical approach is similar to that applied and documented in the October 18, 2006 air quality conformity assessment of the 2006 CLRP and the FY2007-2012 TIP. Exceptions are the use of the forthcoming 8-hour ozone budgets, as mentioned above, and the use of the updated travel demand model, Version 2.2. In addition to the highlighted elements below, explicit inputs include: a summary list of major policy and technical input assumptions, shown as Attachment A; and all transportation network elements which will be finalized at the May 16, 2007 TPB meeting.

TABLE 1 – Summary of Technical Approach

	Ozone	Wintertime CO	PM_{2.5}
Pollutant:	VOC, NO _x	CO	Direct particles, Precursor NO _x
Budget:	Existing 1-hour ozone budgets & NEW 8-hour ozone budgets	Approved wintertime CO emissions budget	Budget not yet set - Use Reductions from base 2002 inventory
Emissions Analysis Time-frame:	Daily	Daily	Annual
Geography:	1-hour ozone area (MSA) 8-hour ozone area (MSA less Stafford)	DC, Arl., Alex., Mont., Pr. Geo.	MSA less Stafford and Calvert counties
Network Inputs:	Regionally significant projects		
Land Activity:	Round 7.1		
Modeled Area:	Expanded Cordon (2191 zone)		
Travel Demand Model:	Version 2.2		
Mobile Model:	MOBILE6.2 emissions factors, consistent with the procedures utilized to establish the VOC and NO _x mobile source emissions budgets	MOBILE6.2 Consistent with procedures used to establish the budget	MOBILE6.2 'Seasonal' approach
Emissions Factor Refinements:	Refinements developed as part of the recent SIP development and conformity assessments include: use of 2005 vehicle registration data for all jurisdictions; use of hourly temperatures, relative humidity, barometric pressure and NO _x rebuild effects.		

III. CONSULTATION

1. Execute TPB consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998).
2. Participate in meetings of MWAQC, its Technical Advisory Committee and its Conformity Subcommittee to discuss the scope of work activities, TERM development process, and other elements as needed; discuss at TPB meetings or forums, as needed, the following milestones:
 - CLRP / TIP Call for Projects
 - Scope of work
 - TERM proposals
 - Project submissions: documentation and comments
 - Analysis of TERMS, list of mitigation measures
 - Conformity assessment: documentation and comments
 - Process: comments and responses

IV. WORK TASKS

1. Receive project inputs from programming agencies and organize into conformity documentation listings (endorsement of financially constrained project submissions scheduled for May 16, 2007)
 - Project type, limits, NEPA approval, etc.
 - Phasing with respect to forecast years
 - Transit operating parameters, e.g. schedules, service, fares
 - Action scenarios
2. Utilize Round 7.1 Cooperative Forecasts
 - Households by auto ownership, population and employment
 - Zonal data files
3. Prepare forecast year highway, HOV, and transit networks
 - Update GIS highway database
 - Filter database to create 2008, 2009, 2010, 2020, and 2030 highway networks
 - Rebuild networks for modeling
 - Update / edit transit files
 - Update fares, as necessary
4. Prepare 2002 travel, emissions factors and emissions estimates
 - Execute travel demand modeling
 - Develop Mobile6.2 emission factors (ozone)
 - Calculate emissions (daily for ozone season VOC and NO_x; yearly for PM_{2.5} direct particles and precursor NO_x)

5. Prepare 2008 travel and emissions estimates
 - Execute travel demand modeling
 - Develop and apply Mobile6.2 emission factors (ozone)
 - Calculate emissions (daily for ozone season VOC and NO_x for ozone standard requirements)
6. Prepare 2009 travel and emissions estimates
 - Tasks as in year 2008 analysis
7. Prepare 2010 travel and emissions estimates
 - Execute travel demand modeling
 - Develop Mobile6.2 emission factors (ozone)
 - Calculate emissions (daily for ozone season VOC and NO_x for ozone standard requirements; daily for winter CO; yearly for PM_{2.5} direct particles and precursor NO_x)
8. Prepare 2020 travel and emissions estimates
 - Tasks as in year 2010 analysis
 - Apply “transit constraint” using 2010 levels (unless additional funding is identified to enable removal of peak period capacity constraints in the core part of the Metrorail system)
9. Prepare 2030 travel and emissions estimates
 - Tasks as in year 2020 analysis
10. Identify extent to which TIP and plan provide for expeditious implementation of TCMs contained in ozone state implementation plans and emissions mitigation requirements of previous TIP and CLRP commitments (TERMs)
 - In the CLRP / TIP Call for Projects document staff identified previous TCM and TERM commitments and requested a status report from the implementing agencies
 - Staff will review these reports as they are received and update the TERM tracking sheet that was included in the October 18, 2006 air quality conformity report
 - The status reports and the updated TERM tracking sheet will be included in the air quality conformity report.
11. Coordinate / analyze emissions reductions associated with CMAQ and similar projects
 - Obtain project-specific emissions reductions from programming agencies
 - Summarize daily ozone season VOC and NO_x reductions for each milestone year

- Analyze current TERMS for yearly direct PM2.5 and precursor NOx PM2.5 pollutant reductions; explore additional TERMS
 - With oversight from the Travel Management Subcommittee, as needed, propose and analyze additional measures for their emissions benefits, costs, cost effectiveness, and other evaluation criteria
12. Analyze results of above technical analysis
- Reductions from 1990 (ozone season VOC and NOx and winter CO) and 2002 base (ozone season VOC and NOx, winter CO, and PM2.5)
 - 1-hour and 8-hour ozone season VOC and NOx budgets and winter CO emissions budgets
 - With oversight from the Travel Management Subcommittee, the Technical Committee and the TPB, identify and recommend additional measures should the plan or program fail any test and incorporate measures into the plan
13. Assess conformity and document results in a report
- Document methods
 - Draft conformity report
 - Forward to technical committees, policy committees
 - Make available for public and interagency consultation
 - Receive comments
 - Address comments and present to TPB for action
 - Finalize report and forward to FHWA, FTA and EPA

V. SCHEDULE

The schedule for the execution of these work activities is contained within the air quality conformity schedule in Exhibit 2. The time line shows completion of the analytical tasks, preparation of a draft report, public and interagency review, response to comments and action by the TPB on December 19, 2007.

Exhibit 1

Conformity Criteria

All Actions at all times:

Sec. 93.110	Latest planning assumptions.
Sec. 93.111	Latest emissions model.
Sec. 93.112	Consultation.
Transportation Plan:	
Sec. 93.113(b)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.
TIP:	
Sec. 93.113(c)	TCMs.
Sec. 93.118 and/or	Emissions budget and /or Interim
Sec. 93.119	emissions.

Project (From a Conforming Plan and TIP):

Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.115	Project from a conforming plan and TIP.
Sec. 93.116	CO, PM10, and PM2.5 hot spots.
Sec. 93.117	PM10 and PM2.5 control measures.

Project (Not From a Conforming Plan and TIP):

Sec. 93.113(d)	TCMs.
Sec. 93.114	Currently conforming plan and TIP.
Sec. 93.116	CO, PM10, and PM2.5 hot spots.
Sec. 93.117	PM10 and PM2.5 control measures.
Sec. 93.118 and/or	Emissions budget and/or Interim
Sec. 93.119	emissions

Sec. 93.110 Criteria and procedures: Latest planning assumptions.

The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

Sec. 93.111 Criteria and procedures: Latest emissions model.

The conformity determination must be based on the latest emission estimation model available.

Sec. 93.112 Criteria and procedures: Consultation.

Conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs.

The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP.

There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP.

The project must come from a conforming plan and program.

Sec. 93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots).

The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

Sec. 93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures.

The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable implementation plan.

Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget

The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

The FHWA/FTA project must satisfy the interim emissions test(s).

NOTE: See EPA's conformity regulations for the full text associated with each section's requirements.



Schedule for the 2007 Financially Constrained Long-Range Plan (CLRP) and FY 2008 - 2013 Transportation Improvement Program (TIP)

February 23, 2007	DEADLINE: Transportation Agencies Complete On-Line Project Submissions
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WORK SCOPE ATTACHMENT A

POLICY AND TECHNICAL INPUT ASSUMPTIONS AIR QUALITY CONFORMITY ANALYSIS OF 2007 CLRP AND FY2008-2013 TIP

1. Land Activity

- Round 7.1 Cooperative Forecasts

2. Policy and Project Inputs

- Highway, HOV and transit projects and operating parameters
- Financially constrained project submissions to be advanced by the TPB on 5/16/2007

3. Travel Demand Modeling Methods

- Version 2.2 Travel Model
- All HOV facilities at HOV-3 in 2010
- Transit “capacity constraint” procedures (2010 constrains later years)

4. Emissions Factors

- Update emissions factors methods originally developed and applied in the 2006 CLRP conformity process: MOBILE6.2, 2005 registration data, VMT mix specific to each analysis year
- Refinements based upon new methods developed for SIP analysis
- Seasonal PM2.5 factors for total directly emitted particles and precursor NOx
- No oxygenated fuels assumed for wintertime carbon monoxide conditions

5. Emissions Modeling Methods / Credits

- Updated post-processor methods to reflect EPA guidance associated with Mobile6.2 model release updates for local road speed profiles in rural areas
- Yearly PM2.5 emissions (total PM2.5 and precursor NOx) using latest seasonal traffic adjustments and above emissions factors
- Offline emissions analyses

6. Conformity Assessment Criteria

- Emissions budgets for ozone precursors and wintertime CO
- EPA conformity regulations stating the transportation conformity rule amendments for PM2.5 requirements to demonstrate emissions are no greater than a 2002 base case.
- Analysis years: 2008, 2009, 2010, 2020, and 2030

APPENDIX B

List of Project Inputs

Key to the Air Quality Conformity Table:

COLUMN 1:

Agency - identification of submitting agency

COLUMN 2:

Project ID - project identification number (for reference purposes)

COLUMN 3:

Type of improvement - defined as follows:

Construct	=	build a new facility
Widen	=	increase the number of lanes on an existing facility
Upgrade	=	improve the facility type of a roadway
Relocate	=	construct an existing facility on a new right-of-way
Reconstruct	=	modify an existing facility with no capacity increase i.e., shoulder paving, geometric improvements
Rehabilitate	=	repair existing structures - no capacity increase
Study	=	to review alternative transportation improvements- project planning or preliminary engineering only

COLUMN 4:

Environmental Review (NEPA) - status of the environmental review

The National Environmental Policy Act (NEPA) requires a study to determine the environmental impact of all transportation projects that involve federal approvals. The type of environmental review is determined by the scope of the project. Projects cannot be constructed until the appropriate review has been approved by federal agencies. The environmental review status in column 4 is defined as follows:

Approved	=	The project has received approval from the appropriate federal agency and may be constructed
Pending	=	The project is under study and is undergoing environmental review, or has not yet begun environmental review.
N/A	=	Projects that do not require federal approvals.

COLUMN 5:

Facility - name of facility to be studied or improved

COLUMNS 6 and 7:

From and To - limits of the project

COLUMN 8:

Facility Type - defined as follows:

- 1 = Interstate
- 2 = Major Arterial
- 3 = Minor Arterial
- 4 = Collector
- 5 = Expressway or Freeway with at-grade intersections

If a facility is being upgraded, the old facility type is in the "from" column, and the new facility type is in the "to" column. If the facility is not being upgraded, the "from" and "to" columns are the same.

COLUMN 9:

Number of Lanes - same explanation of "from" and "to " columns as above

COLUMN 10:

Currently under construction or right-of-way acquired? -

- "yes" = the facility is currently under construction and/or right-of-way has been acquired
- "no" = the facility is not currently under construction and right-of-way has not been acquired
- "completed" = the facility is open for use

COLUMN 11:

Project Completion Date or Status - date project will be open for use.
"not coded" indicates that project is not included in the conformity analysis

COLUMN 12:

In TIP - Indicates if the project is included in the TIP

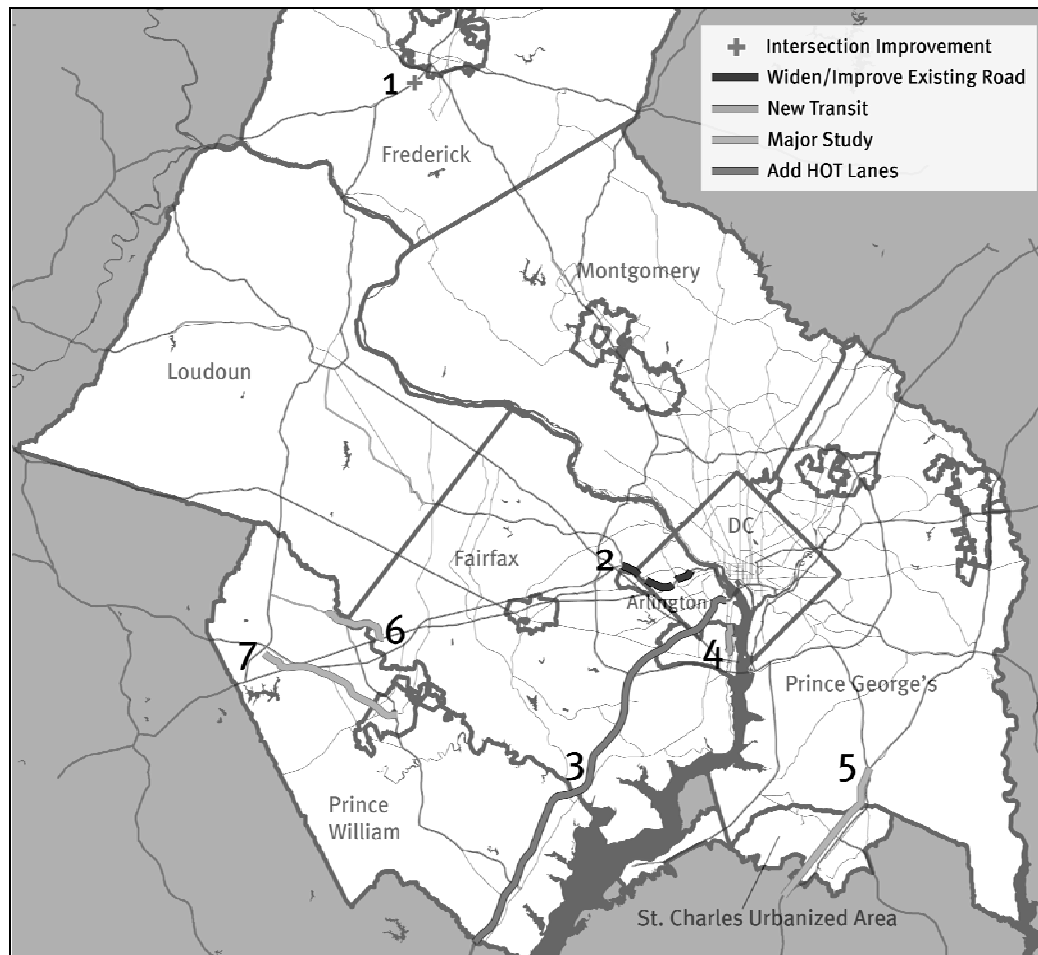
PROPOSED SIGNIFICANT CHANGES TO THE 2007 CONSTRAINED LONG-RANGE PLAN

PUBLIC COMMENT RELEASE – DECEMBER 13, 2007



This attachment provides a summary of significant changes for the new 2007 Constrained Long-Range Transportation Plan (CLRP) and changes to selected existing major projects in the CLRP. For information on all the projects in the draft 2007 CLRP, visit www.mwcog.org/clrp. Comments may be submitted at www.mwcog.org/transportation/publiccomment.

Figure 1: Significant Changes for the 2007 CLRP and the FY 2008-2013 TIP



Projects for Construction

1. US 340/US 17, construct interchange at Jefferson Tech Park, 2009
2. I-66, spot improvements inside the Beltway, 2013
3. I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010
4. Potomac Yard Transit Way, Alexandria, 2011

Studies

5. US 301 Waldorf Bypass Study
6. US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park, Study
7. VRE Extension from Manassas to Haymarket, Study

Projects for Construction

1. US 340 – Jefferson National Pike Interchange at Jefferson Technology Park

Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

Complete: 2009
Cost: \$10.9 million
Funding: Private

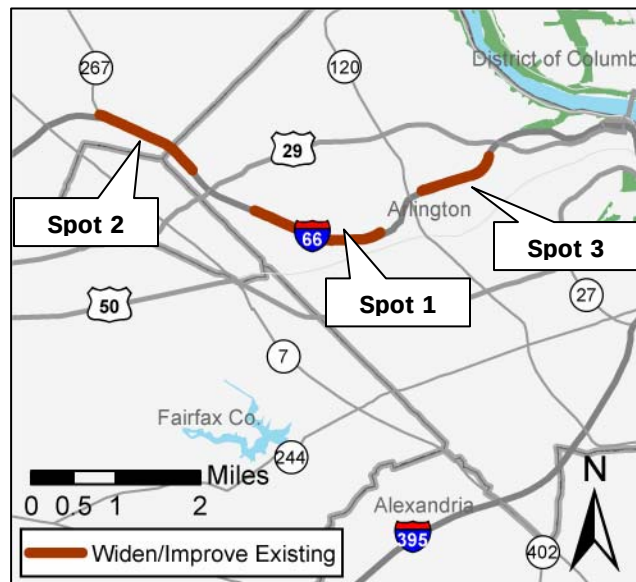


2. I-66 Spot Improvements Westbound, Inside the Beltway

Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

Length: 4 miles (total)
Complete: 2013
Cost: \$75.6 million
Funding: Federal, State
<http://www.idea66.com>



Projects for Construction

3. I-95/I-395 HOT Lanes Project Eads Street to Garrisonville Road

Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.

Transit Service Plan

The following enhancements to transit services are included as a part of the project:

- New bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an in-line bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- New Park & Ride facilities with a total of 3,000 additional parking spaces.

Total capital, operating, maintenance and maintenance facility costs for the Transit Service Plan are \$390 million. The proposed transit element is likely to be refined based on the findings of a detailed Transit/TDM Plan being developed by the Transit Advisory Committee (TAC).

Length: 36 miles

Complete: 2010

Capital Cost: \$882 million

\$492 million – Preliminary engineering, right-of-way acquisition, and construction

\$390 million – Transit Service Plan capital and operating costs

Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp



Projects for Construction

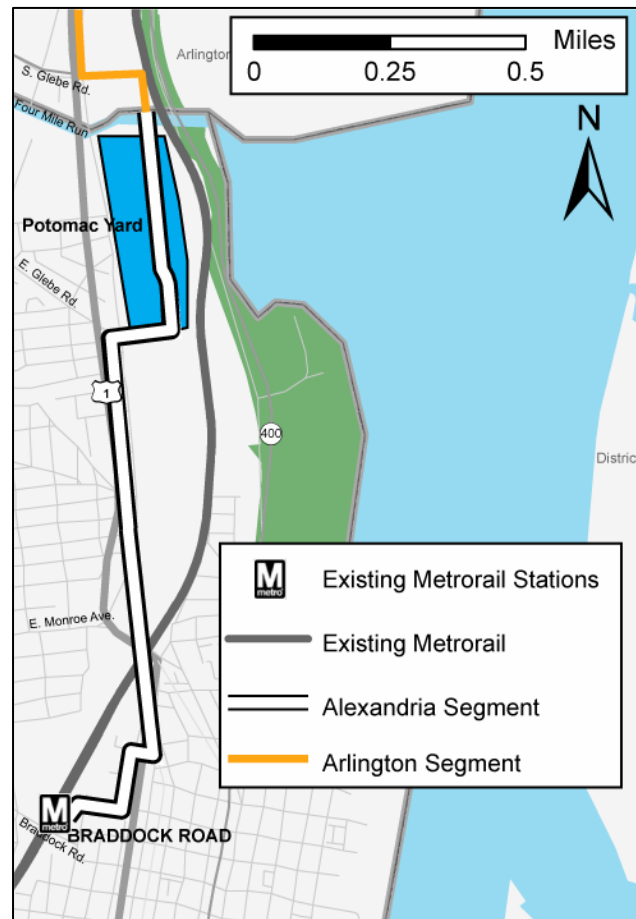
4. Potomac Yard Transitway

Four Mile Run to Braddock Road
Metro Station

Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

Length: 2.5 miles
Complete: 2011
Cost: \$18.1 million
Funding: Federal, State, Local & Private

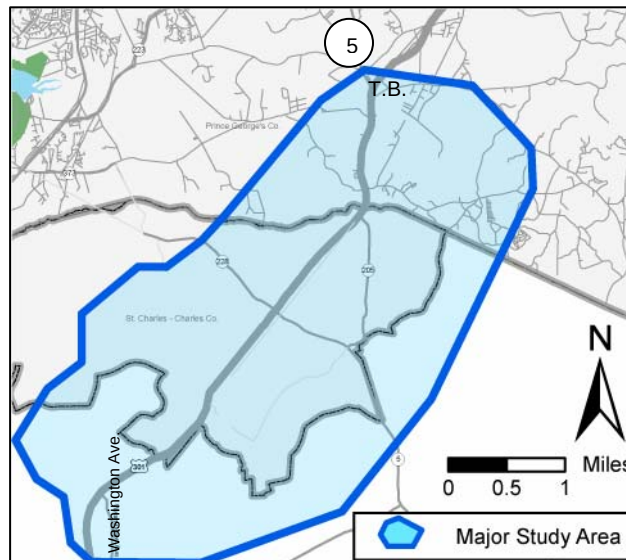


Studies

5. **US 301 – Waldorf Bypass** Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.

Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass.

Estimated Completion: 2030
Estimated Cost: \$1.5 billion (Charles
County/TPB area)
\$2.78 billion (total)
Funding: Not identified

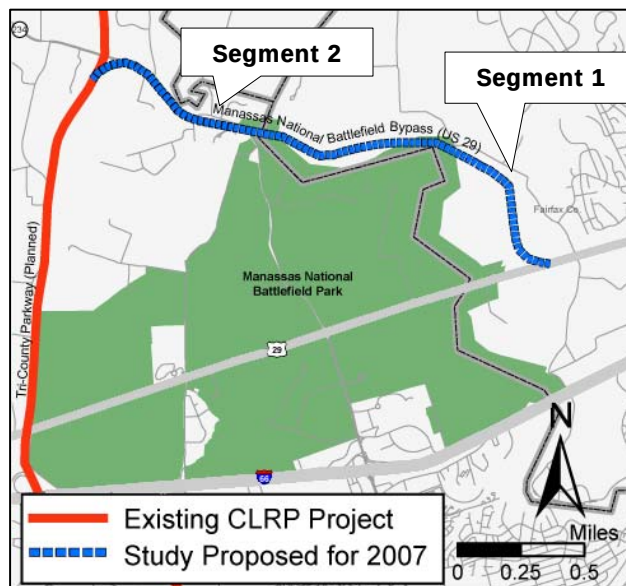


<http://www.us301waldorf.org>

6. **Manassas National Battlefield Bypass**, US 29 to Planned Tri-County Parkway/ Route 234

Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.



Length: 8.9 miles (total)
Estimated Completion: 2020
Estimated Cost: \$133 million
Funding: Not identified

<http://www.battlefieldbypass.com>

Studies

7. VRE Expansion

City of Manassas to Gainesville and Haymarket

Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville.

Length:	11 miles
Estimated Completion:	2018
Estimated Cost:	\$280 million
Funding:	Not Identified

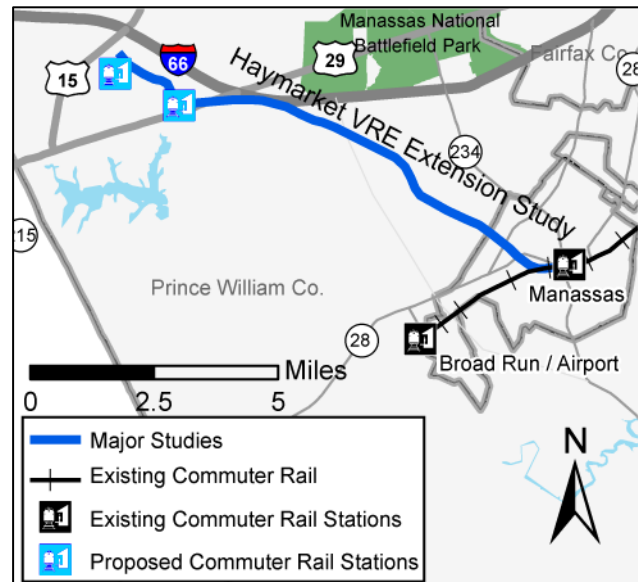


Figure 2: Changes to Selected Existing Major Projects in the CLRP

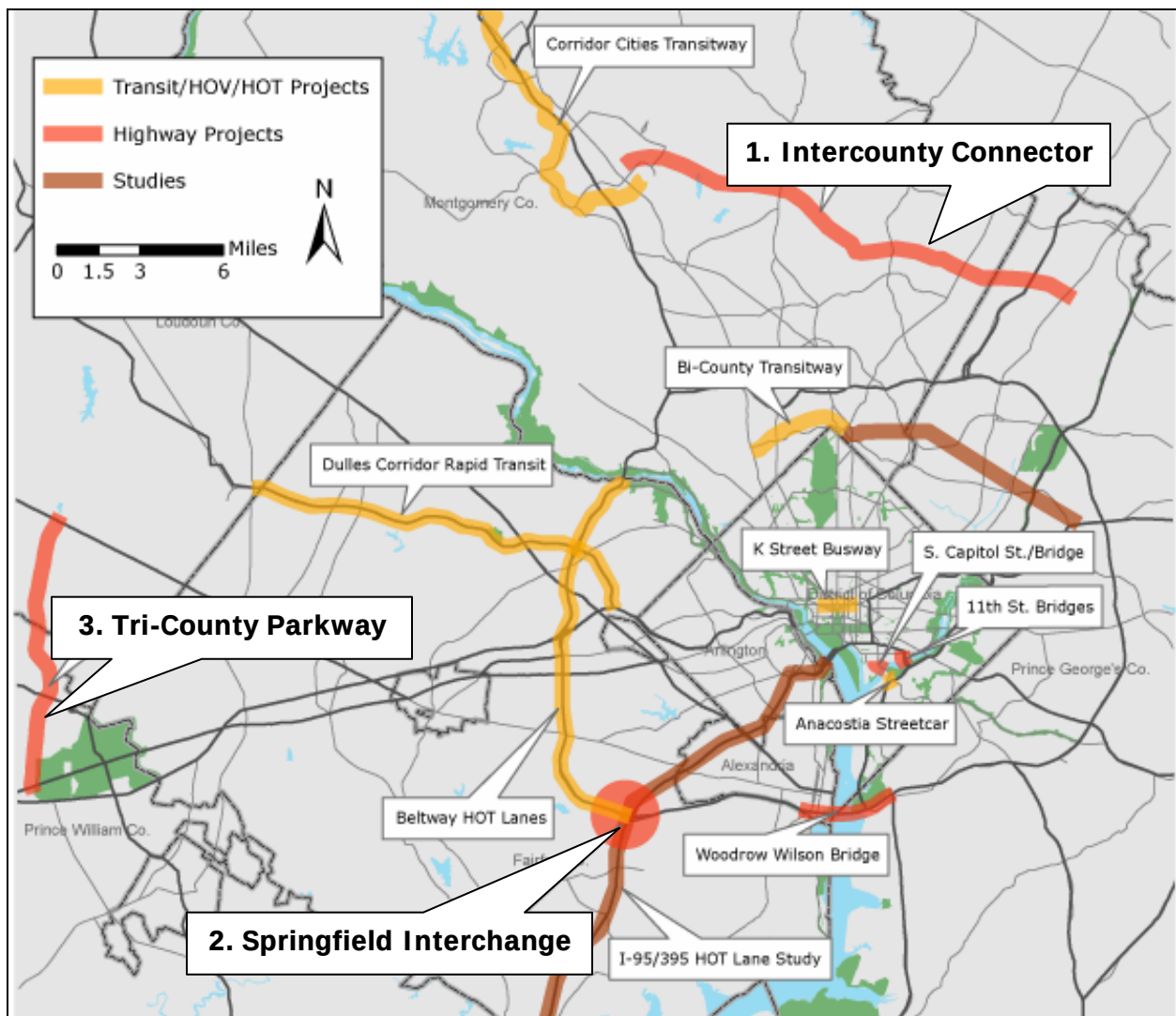
The following changes were made to three of the region's highlighted existing major projects.

Maryland

1. Intercounty Connector (ICC) – Completion date changed from 2010 to 2012

Virginia

2. Springfield Interchange – Completion date changed from 2007 to 2008
3. Tri-County Parkway – Alignment changed (revised alignment below) and completion date changed from 2020 to 2012.
4. Beltway HOT Lanes – Completion date changed from 2010 to 2013 and the project cost changed from \$899 million to \$1.5 billion.



2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
Washington Metropolitan Area Transit Authority									
WMATA		Modify		Revised Metrorail Operating Plan				2010	
WMATA		Modify		Revised Metrorail Operating Plan				2011	
WMATA		Modify		Revised Metrorail Operating Plan				2015	
District of Columbia									
DDOT		Construct	Pending	Anacostia Streetcar project Phase I (replaces CSX Shepherd Branch project)	Firth Sterling and S. Capitol St.	Howard Rd. and MLK Jr. Ave.		2007	
DDOT		Study	Pending	Anacostia Streetcar project Phase II (replaces CSX Shepherd Branch project)	Firth Sterling and S. Capitol St.	Malcolm X Ave.		not coded	
DDOT		Study	Pending	Anacostia Streetcar project Phase III (replaces CSX Shepherd Branch project)	Howard Rd. and MLK Jr. Ave.	Good Hope Rd. and Minnesota Ave.		not coded	
DDOT		Study	Pending	Anacostia Streetcar project Phase IV (replaces CSX Shepherd Branch project)	MLK Jr. Ave.	over 11th St. Bridge on M. St. to S. Capitol St.		not coded	
DDOT		Study		Downtown Circulator Bus System	Implementation Study			not coded	Yes
DDOT		Construct		Banneker Circle Parking	1200 spaces				
DDOT		Reconstruct		Georgia Ave. Rapid Bus (Operation Enhancements)	Eastern Ave. / Silver Spring Metro Station	Archives Navy Memorial Metro Station		2007	Yes
DDOT		Reconstruct		Pennsylvania Rapid Bus (Operation Enhancements)	Archives Navy Memorial Metro Station	Naylor Road Metrorail Station		2007	Yes
DDOT		Study		Rapid Bus Corridors	Rhode Island Ave., Military Rd.,			not coded	
DDOT		Reconstruct		K St. Busway	Mt. Vernon Sq./7th St. NW	Wash.Circle / 23rd St. NW		2008	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
Maryland									
MTA		Construct		Purple Line Transitway	Bethesda	Silver Spring		2015	Yes
MTA		Study		Purple Line Transitway	Silver Spring	New Carrollton		not coded	Yes
MTA		Construct		Silver Spring Transit Center	Phase II			2007	Yes
MTA		Construct		Corridor Cities Transitway	Shady Grove	Metropolitan Grove		2012	Yes
MTA		Construct		Corridor Cities Transitway	Metropolitan Grove	COMSAT		2020	Yes
MTA		Construct		Southern MD Commuter Bus Initiative	Park-and-Ride lots and increase bus service	in the MD 5 corridor (La Plata)		2010	Yes
MDOT		Implement		ICC Corridor Bus Service Improvements				2010	
Montgomery County									
Mont.Co.				Clarksburg Transit Center	Clarksburg			2015	No
Mont.Co.	MCT4	Construct	N/A	Four Corners Transit Center	US 29/MD 193		No	2015	No
Mont.Co.				Metropolitan Grove Transit Center	Vicinity of Watkins Mill Road and MD 117			2015	No
Mont.Co.	MCT16			NIH Naval Medical Transportation Management	Bethesda				No
Mont.Co.				Norbeck Road Bus Enhancement				2020	No
Mont.Co.				Norbeck Road Park and Ride	Norbeck Road at Georgia Avenue adjacent to or north of MD 108			2015	Yes
Mont.Co.	MCT7	Construct	N/A	Olney Transit Center			No	2015	No
Mont.Co.				Randolph Road Bus Enhancement				2010	No
Mont.Co.		Construct		University Blvd Bus Enhancement	Kensington	Silver Spring	No	2020	No

Note: Shaded areas represent changes from the FY2007-2012 TIP / 2006 CLRP

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
Mont. Co.	MCT22	Construct		Veirs Mill Road Bus Enhancement	Rockville	Wheaton	No	2020	No
Virginia									
VDOT		Widen	Pending	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	No	2025	No
VDOT		Study	Pending	Circumferential Metro Rail	Dunn Loring	American Legion Bridge	No	not coded	No
Arlington Co.		Construct	Pending	Crystal City / Potomac Yard Busway (2-lane) Segment 1	Vicinity of Glebe Rd. Ext.- City/County line	26th St. South	No	2008	Yes
Arlington Co.		Construct	Pending	Crystal City / Potomac Yard Busway (2-lane) Segment 2	26th St. South	Crystal City Metro Station	No	2009	Yes
Arlington Co.		Upgrade	Pending	Crystal City / Potomac Yard Busway to BRT	Vicinity of Glebe Rd. Ext.	Crystal City Metro Station	No	2012	Yes
VDOT		Study		Alexandria Bus Lanes Citywide- 3 corridors			No	not coded	No
VDOT		Construct	Pending	Potomac Yard Transit Bus lanes (2 lanes)	Four Mile Run	Braddock Rd.	No	2011	Yes
VDOT		Study	Pending	US 1 Priority Bus	SCL Alexandria (I-95 Capital Beltway)	King Street Metro Station	No	not coded	No
VDOT		Study	Pending	US 1 Priority Bus	Stafford County	SCL Alexandria (I-95 Capital Beltway)	No	not coded	No
VDOT		Study		US 1 Transit Service Improvements	Stafford County Line	Pentagon		not coded	No
VDOT		Study	Pending	I-495 Transit Improvements	Woodrow Wilson Bridge	American Legion Bridge	No	not coded	No
VDOT		Study	PCE-1	I-66 & I-95 corridors	Location /Feasibility Studies for Addl. PnR Lots		Yes	not coded	No
VDOT		Study	Pending	I-66 Transit Service Improvements	Metro Stations inside I-495	Underserved locations inside I-495	No	not coded	No
VDOT		Study	Pending	I-66 Transit Service Improvements	Fauquier County Line	Vienna	No	not coded	No
VDOT		Study	Pending	I-95 Corridor Metro Rail Extension	Lorton/Fort Belvoir	Potomac Mills Mall	No	not coded	No
VDOT		Study	Pending	I-95 Corridor Metro Rail Extension	Franconia-Springfield	Lorton/Fort Belvoir	No	not coded	No

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
VDOT		Study	Pending	Light Rail	Manassas	Dulles Airport	No	not coded	No
VDOT		Construct	Pending	Metro Station (Proposed)	@ Potomac Yards		No	2030	No
VDOT		Study	Pending	Proposed EPG People Mover	Fort Belvoir	Franconia/Springfield	No	not coded	No
VDOT		Study	Pending	US 50 Transit Service Improvements	Eastern Loudoun County	Arlington County	No	not coded	No
VDOT		Study	Pending	VA 236 Priority Bus	City of Fairfax	City of Alexandria	No	not coded	No
VDOT		Study	Pending	VA 244 (Columbia Pike) Transit Service Improvements	Baileys Crossroads	Pentagon	No	not coded	No
VDOT		Study	Pending	VA 7 Transit Service Improvements	Tysons Corner	Baileys Crossroads	No	not coded	No
VDOT		Study	Pending	VA 7100 Priority Bus	US 1	VA 7	No	not coded	No
VDOT		Construct	Pending	Transit Center (Reston)	Reston Town Center	@ Explorer Dr. & Bluemont Way	Complete	2006	Yes
VDOT		Construct	Pending	Transit Center (Bradlee Shopping Center)	King St. and Braddock Rd.		No	2008	Yes
VDOT		Construct	Pending	Transit Center (Seven Corners)	Seven Corners Shopping Center		No	2008	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Reston East Parking Structure	@ Reston East Park-and-Ride Lot	No	2011	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	VA 7900 (F-S Pkwy.) PnR	@ Gambrill Road Location	Complete	2006	Yes
VDOT		Construct	N/A	Park-and-Ride Lot	Dulles Corridor Park-and-Ride Lots	Reston East at Wiehle Ave & Herndon-Monroe P & R Lots	Complete	2006	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	VA 7900 (F-S Pkwy.) PnR	@ Backlick Road North	yes	2007	Yes
VDOT		Reconstruct	N/A	Park-and-Ride Lot Enhancements	@ Reston, Centreville, West Springfield		Complete	2006	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Springfield CBD	vic. I-95 & Old Keene Mill Road	No	2011	Yes

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
VDOT		Relocate/Co	Pending	Park-and-Ride Lot (Leesburg)	Relocate to vic. of Leesburg Bypass	VA 7, and / or the Dulles Greenway	Yes	2007	Yes
VDOT		Construct	Pending	Park-and-Ride Lot	Purcellville	100-space park-and-ride lot.	Complete	2006	Yes
VDOT		Construct		Town of Leesburg -Harrison St & Catoctin Circle	Loudoun County Commuter Bus Service.	400 Space Park & Ride Lot		2007	No
VDOT		Construct		VA 772 (Ryan) Station	Loudoun County Commuter Bus Service.	300 Space Park & Ride Lot		2008	No
VDOT		Construct		Park-and-Ride Lot	Dulles Town Center	100 spaces	Proffered	2006	
VDOT		Construct		Park-and-Ride Lot	VA 643 east of Leesburg	700 spaces	No	2009	
VDOT		Construct		Park-and-Ride Lot	US 50 at Stone Ridge	250 spaces	Proffered	2006	
VDOT		Construct		Park-and-Ride Lot	US 50 Dulles			2009	
VDOT		Construct	pending	Park-and-Ride Lot	VA 234 (vicinity of I-66)		No	2009	Yes
VDRPT		Construct	Complete	Dulles Corridor Metrorail	East Falls Church Metrorail Station	Wiehle Ave.	No	2011	Yes
VDRPT		Construct	Complete	Dulles Corridor Metrorail	Wiehle Ave. Station	Route 772	No	2015	Yes
VRE		Construct	Pending	VRE - Cherry Hill Commuter Rail Station	Cherry Hill	Prince William County	No	2010	Yes
VRE		Implement	Pending	Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		No	2010	No
VRE		Study		VRE Extension	Manassas	Gainesville (spurline)	No	not coded	No
		Implement		Beltway HOT lanes transit service			No	2013	
		Implement		Beltway HOT lanes transit service			No	2020	
		Implement		Beltway HOT lanes transit service			No	2030	

Note: Shaded areas represent changes from the FY2007-2012 TIP / 2006 CLRP

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS (Transit)

	Project		Environ.				Under Const. or ROW	Complt. Date or	In
Agency	ID	Improv.	Review	Facility	From	To	acquired?	Status	TIP?
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes transit service			No	2010	
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes transit service			No	2020	
VDOT		Implement		I-95/I-395 HOV /BUS / HOT lanes transit service			No	2030	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
District of Columbia													
DDOT				New York Avenue	Bladensburg Road							beyond 2010	Yes
DDOT				New York Avenue	Florida Avenue							beyond 2010	Yes
DDOT		Study		South Capitol Street	Independence Avenue	Frederick Douglass Memorial Bridge						not coded	Yes
DDOT				Southeast/Southwest Frwy Reversible Lanes	14th Street Bridges	Pennsylvania Ave. SE							Yes
DDOT	nrs	Study		Southern Avenue	Naylor Road	Erie Street						not coded	Yes
DDOT		Construct		Foxhall Road, N.W.	W Place	Calvert Street						2003	Yes
DDOT		Construct		Klingbe Road Reconstruction	Porter Street	Woodley Road						2007	Yes
DDOT		Construct		Minnesota Ave. NE ext.	Sheriff Rd	Meade St. N.E.						2009	Yes
DDOT		Study		Whitehurst Fwy/Roosevelt Bridge	Porter Street	Woodley Road						not coded	Yes
DDOT	DP9A	Widen / Realign		South Capitol St. Corridor: Frederick Douglass Bridge			2	2	5	6		2015	
DDOT	DP9B	Widen		South Capitol St. Corridor: S. Capitol St.	O St.	S. Capitol St. Bridge	2	2	5	6		2015	
DDOT	DP9C	Construct		South Capitol St. Corridor: S. Capitol St. intersection	at Potomac Ave.							2015	
DDOT	DP9D	Construct		South Capitol St. Corridor: Suitland Parkway Intch.	at MLK Jr. Blvd to complete movements							2015	
DDOT	DI7A	Reconstruct/Widen		11th St. Bridges (2 spans)					8	8 freeway 4 local		2011	
DDOT	DI7A	Construct		11th St. Bridges (2 spans)	ramp movements to/from the northbound Anacostia Freeway for each span							2011	
DDOT		Study		I-295 Interchange	at Malcolm X Blvd							not coded	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
Maryland													
MDOT Freeway													
MDSHA	MI2q	Construct	Approved	I-270	Interchange at Watkins Mill Road Extended		1	1	8	8+2	No	2020	Yes
MDSHA	MI2SHOV MI2S	Construct	Pending	I-270/US 15 Corridor	Shady Grove Metro	I-70	1	1	varies		No	2020	Yes
MDSHA		Reconstruct	Pending	I-270	Interchange at MD 121		1	1	1	2	No	2010	Yes
MDSHA	MI4	Widen	Approved	I-70	Mount Phillip Road	MD 144FA	1	1	4	6	No	2010	Yes
MDSHA	MI1f	Construct	Pending	I-95	Contee Road Relocated w/ CD Roads		1	1	8	8+4	No	2020	Yes
MDSHA	MI1k	Construct	Approved	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phases I & II)		1	1	8	8	Yes	2009	Yes
MDSHA	MI1p	Construct	Approved	I-95/I-495 (Capital Beltway)	Interchange at Greenbelt Metro		1	1	8	8+2	No	2010	Yes
MDSHA	VA	Widen	Approved	I-95/I-495 Woodrow Wilson Bridge (see Virginia listing)	MD 210 Interchange	Virginia Line	1	1	6	12	Yes	2008	Yes
MDSHA	MI1m	Construct	Approved	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	1	1	8	8+2	Yes	2009	Yes
MDSHA	MI1a	Study	Pending	I-95/I-495 (Capital Beltway)	American Legion Bridge	Woodrow Wilson Bridge	1	1	6	6+4	No	not coded	Yes
MDSHA	MP12	Construct	Approved	Intercounty Connector	I-270	I-95 / US 1	0	1	0	6	Yes	2012	Yes
MDOT Primary													
MDSHA	MP10a	Reconstruct	Approved	US 1 (Baltimore Avenue)	College Avenue	Cherry Hill Road	2	2	4	4	No	2020	Yes
MDSHA	MP10b	Widen	Approved	US 1, Baltimore Avenue	Cherry Hill Road	I-95/I-495	2	2	4	6	No	2010	Yes
MDSHA	MP9b	Construct	Pending	MD 2/4 at Lusby Southern Conn. Rd.	MD 765	MD 2/4 at Lusby	0	2	0	3	No	2010	No
MDSHA	MP9c	Construct	Approved	MD 2/4	MD 231 Intersection Improvs.		2	2	4	6+2	No	2010	No
MDSHA	MP2c	Construct	Pending	MD 3 (Robert Crain Highway)	US 50	Anne Arundel County Line	2	2	4	6	No	2020	Yes

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
MDSHA		Construct	Approved	MD 4 (Pennsylvania Avenue)	Interchange at Westphalia Rd		2	5	4	6	No	2010	Yes
MDSA		Construct	Approved	MD 4 (Pennsylvania Avenue)	Interchange at Suitland Pkwy		2	5	4	6	No	2011	Yes
MDSHA	MP3a	Upgrade/ Widen	Approved	MD 4	MD 223	I-95/I-495	2	5	4	6	No	2020	No
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		2	5	4	6	No	2010	No
MDSHA	MP4f	Upgrade/ Widen	Approved	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	2	5	4	6	No	2030	Yes
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Rel.		2	5	4	6	No	2010	No
MDSHA		Construct	Approved	MD 5 (Branch Avenue)	Interchange at Surratts Road		2	5	4	6	No	2010	No
MDSHA	MP4k	Construct	Approved	MD 5 Relocated at Hughesville	End of divided highway south of Hughesville	End of divided highway north of Hughesville	2	2	3	3	Yes	2007	No
MDSHA		Construct	Approved	US 15 Catoc tin Mountain Highway	MD 26 Liberty Road		2	2	4	4	Complete?	2006	Yes
MDSHA	MP15	Reconstruct	Pending	US 15 Catoc tin Mountain Highway	@ Monocacy Blvd		1	1	4	4	No	2010	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Musgrove/Fairland Road		2	5	6	6	No	2010	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	MD 198		2	5	6	6	Complete	2005	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Briggs Chaney Road		2	5	6	6	Yes	2006	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Randolph Road		2	5	6	6	Complete	2005	Yes
MDSHA		Upgrade	Approved	US 29 (Columbia Pike)	Stewart Lane, Tech Rd., Greencastle Road, and Blackburn Road		2	5	6	6	No	2020	Yes
MDSHA	MP5a	Upgrade	Approved	US 29 (Columbia Pike)	Sligo Creek Parkway	south of MD 193	2	5	6	6	No	2020	No
MDSHA	MP5c	Upgrade	Approved	US 29 (Columbia Pike)	north of MD 193	south of MD 650	2	5	6	6	No	2020	No
MDSHA	MP5e	Upgrade	Approved	US 29, Columbia Pike	north of MD 650	Howard County Line	2	5	6	6	No	2020	No

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
MDSHA		Construct	N/A	MD 75 Relocated	MD 80		0	4	0	4	No	2010	Yes
MDSHA	FP1B	Construct	N/A	MD 80/MD 355 Relocated	South of Urbana	North of Urbana	0	2	0	4	Yes	2005	No
MDSHA	FP2	Widen	Approved	MD 85 (Buckeystown Pike)	English Muffin Way	north of Grove Road	2	2	2/4	4/6	No	2020	Yes
MDSHA	MP12c	Construct	Approved	MD 97 (Brookeville Bypass)	South of Brookeville	North of Brookeville	0	2	0	2	No	2015	Yes
MDSHA		Upgrade	Approved	MD 97 (Georgia Avenue)	interchange @ MD 28 (Norbeck Road)		2	2	6	6	No	2010	Yes
MDSHA		Upgrade	Approved	MD 97 (Georgia Avenue)	interchange @ Randolph Road		2	2	6	6	No	2010	Yes
MDSHA	MP14	Reconstruct	Approved	MD 202 (Largo Town Ctr. Metro Access Improvs.)	north of Brightseat Rd	South of Technology Way	2	2	6	6	No	2010	Yes
MDSHA	MP6d	Upgrade	Approved	MD 210 (Indian Head Highway) with interchange improvements at: Wilson Bridge Dr., Livingston Rd./Kerby Hill Rd., Livingston Rd./Palmer Rd., Old Fort Rd. North, Ft. Washington Rd., and Livingston Rd/Swan Creek Rd. Intersections	MD 228	Capital Beltway	2	5	6	6	No	2030	Yes
MDSHA	MP8e	Widen	Pending	US 301	North of Mount Oak Road	US 50	2	5	4/6	6+2	No	2020	Yes
MDSHA	MP8a	Study	Pending	US 301 South Corridor Transportation Study	South of La Plata	Mount Oak Road	2	5	4	4/6	No	not coded	Yes
MDSHA		Study	Pending	US 301 Waldorf Bypass	Turkey Hill Rd. in Charles Co. @US 340 at Jefferson Tech Park	N. of US 301/MD 5 at TB	2	5	4	4/6	No	not coded	Yes
MDSHA	MP16	Construct	Pending	US 340 Interchange			1	1	4	4	No	2009	No
MDSHA		Construct	Approved	MD 355	Montrose/Randolph Rds.	CSX RR	2	2	6	6	No	2010	Yes
MDSHA		Reconstruct		MD 450	CSX grade separation at Peace Cross		2	2	4	4	Yes	2008	Yes
MDTA		Study	Pending	US 301 Governor Harry Nice Bridge							No	not coded	No

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
MDOT Secondary													
MDSHA	MS33	Widen	N/A	MD 27	MD 355	A 305	2	2	4	6	Yes	2006	No
MDSHA	MS3d	Widen	Approved	MD 28 (Darnestown Road)	Riffle Ford Road	Great Seneca Highway (MD 119)	3	3	2	4/6	Complete	2004	Yes
MDSHA	MS3e	Construct	Pending	MD 28/Rockville Twn. Ctr. Interchanges	MD 586/MD 911		3	3	2	4	No	2030	Yes
MDSHA	MS2f	Construct	Pending	MD 28 (Norbeck Road) / MD 198 (Spencerville Road)	MD 97	I-95	2	2	2/4	4/6	No	2020	Yes
MDSHA	MS32	Widen	Approved	MD 117	I-270	Seneca Creek State Park	2	2	2	4	No	2010	Yes
MDSHA	MS34	Widen	N/A	MD 121	I-270	W. Old Baltimore Rd.	3	3	4	6	No	2010	No
MDSHA	MS6b	Widen	Approved	MD 124 (Woodfield Road)	Midcounty Highway	S. of Airpark Dr.	2	2	2	6	No	2015	Yes
MDSHA	MS6c	Widen	Approved	MD 124 (Woodfield Road)	S. of Airpark Dr.	N. of Fieldcrest Rd.	2	2	2	6	No	2010	Yes
MDSHA	MS6d	Widen	Approved	MD 124 (Woodfield Road)	N. of Fieldcrest Rd.	Warfield Road	2	2	2	6	No	2015	Yes
MDSHA	MS10a	Study	Pending	MD 201 Extended / US 1	I-95/I-495	MD 198	0	2	0	4-6	No	not coded	Yes
MDSHA	MS10b	Widen	N/A	MD 201 (Kenilworth Ave.)	Rittenhouse Road	Pontiac St.	2	2	4	6	No	2020	No
MDSHA	PGS6	Construct	Approved	MD 212 Relocated (Ammendale/Virginia Manor)	US 1	I-95	3	2	2	4	Yes	2007	Yes
MDSHA	MS30	Widen/Construct	Approved	MD 414 Extended	MD 210	I-295	0	3	0	4	Yes	2008	Yes
MDSHA	MS18d	Widen	Approved	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	2	2	4	No	2020	No
MDSHA	MS18i	Widen	Approved	MD 450 (Annapolis Road)	Whitfield Chapel Road	Seabrook Road	2	2	2	5	Complete	2005	Yes
MDSHA	MS18h	Widen	Approved	MD 450 (Annapolis Road)	MD 193	Stonybrook Drive	2	2	2	4/6	Complete	2005	Yes
MDSHA	MS20c	Construct	Approved	MD 475 (East Street Extended)	South Street	proposed Monocacy Boulevard	0	3	0	4	Yes	2010	Yes
MDSHA		Study	Pending	UM Connector	I-95/I-495 Interchange	University of Maryland campus	0	0	0	0	No	not coded	Yes

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							from	to	from	to			
Montgomery County													
Mont.Co.	MC11b	Construct	N/A	A-305 - MidCounty Highway Extended	Stringtown Road	MD 27 (Ridge Road)	0	3	0	4	No	2010	No
Mont.Co.	MC11c	Construct	N/A	A-305 - MidCounty Highway Extended	MD 355	Stringtown Road	0	3	0	2	No	2010	No
Mont.Co.	nrs	Construct		Burtonsville Access Rd.	MD 198	School Success Rd.	0	4	0	2		2009	Yes
Mont.Co.	nrs			Century Blvd./Crystal Rock Loop	existing Century Blvd.	Crystal Rock Drive		3		4	No	2008	No
Mont.Co.	nrs	Construct		Chapman Avenue	Randolph Road	Old Georgetown Road	0	3	0	2	No	2010	No
Mont.Co.	MC38a	Construct		Citadel Avenue Extended	dead end of existing road south of Marinelli Road	Nicholson Lane	0	4	0	2	No	2008	Yes
Mont.Co.	MC44	Widen		Fairland Rd.	US 29	Briggs Chaney Rd.	3	3	2	3	No	2008	Yes
Mont.Co.	MC5d	Construct		Father Hurley Blvd.	Wisteria	MD 118 Relocated	0	2	0	4	No	2010	Yes
Mont.Co.	MC5c	Widen		Father Hurley/ Ridge Rd.	I-270	existing MD 27	2	2	4	6	No	2010	No
Mont.Co.	MC7a	Widen		Goshen Rd. Fac. Planning	Odenhal Avenue.	Warfield Road	3	3	2	4	No	2015	No
Mont.Co.	MC7b	Construct		Goshen Rd. Fac. Planning	Warfield Road	Brink Road	0	3	0	2	No	2012	No
Mont.Co.	MC43	Construct		I-4 Bridge over I-270	Century Boulevard	Milestone Center Drive	0	3	0	4	No	2015	No
Mont.Co.	MC41	Widen		Longdraft Road	MD 124	MD 117	3	3	2	4	No	2015	No
Mont.Co.		Study		M-83 (with MD 118 Ext. and Middlebrook Rd. Ext. widening projects below)	MD 27 (Ridge Road)	Montgomery Village Avenue	0	2	0	4-6	No	2006 for study	No
Mont.Co.	MC11a	Construct		M-83 - Midcounty Highway Extended	MD 27 (Ridge Road)	Middlebrook Road	0	2	0	4-6	No	2020	No
Mont.Co.	MC11d	Construct		M-83 - Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	No	2020	No
Mont.Co.	MC12f	Widen		MD 118 Ext (Grmntwn. Rd.)	MD 355	M-83/Watkins Mill Rd.	2	2	3	6	No	2020	No

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Mont.Co.	MC14g	Widen		Middlebrook Road Ext. Widening	MD 355	M-83	2	2	3	6	No	2015	No
Mont.Co.	MC15b	Construct		Montrose Parkway East Fac. Planning	Parklawn Drive	MD 586 - Veirs Mill Road	0	2	0	4	No	2015	No
Mont.Co.	MC15	Construct	N/A	Montrose Parkway West	Montrose Road (Tower Oaks Blvd.)	old' Old Georgetown Road	0	2	0	4	No	2008	No
Mont.Co.	MC30	Construct		Nebel St Extended	Randolph Rd	Target Store Site	0	3	0	4		2010	Yes
Mont.Co.	MC18a	Widen	N/A	Norbeck Rd. Ext.	MD 28	MD 198	3	3	2	4	No	2020	No
Mont.Co.	nrs	Construct		Observation Drive Extended	existing terminus	MD 355 Bypass	0	3	0	2	No	2020	No
Mont.Co.	MC42	Construct		Randolph Road	Parklawn Drive	Rock Creek Park	2	2	4	5	No	2010	No
Mont.Co.	MC34	Widen		Snouffer School Rd. Fac. Planning	Goshen Rd.	MD 124	3	3	2	4	No	2015	No
Mont.Co.	MC28a	Widen	N/A	Stringtown Rd. Ext.	MD 355	Piedmont Road	3	3	2	4	No	2015	No
Mont.Co.	MC28	Construct	N/A	Stringtown Rd. Ext.	I270/ MD 121 int.	existing Stringtown Rd. @ MD 355	0	3	0	4	No	2007	Yes
Mont.Co.	MC22	Construct		Valley Park Dr.	e.of MD 27	exist. Valley Park Dr.	0	3	0	2	Complete	2006	Yes
Mont.Co.	MC23a	Construct		Watkins Mill Rd. ext.	Md 117	MD 355	0	3	0	4	No	2015	No
Mont.Co.	MC13	Construct		Woodfield Rd.(MD 124 Ext.)	1200' North of MD 108	MD 27	0	2	0	2		2009	Yes
Prince Georges County													
PG Co.	PGS3a	Widen	N/A	Addison Road	MD 214	Walker Mill Road	3	3	2	4	Yes	2014	No
PG Co.		Reconstruct	N/A	Addison Road	Sheriff Road	MD 704	4	4	2	2	Yes	2014	
PG Co.	PGS5	Construct	N/A	Allentown Road Relocated	Indian Head Highway (MD 210)	Brinkley Road	0	3	0	4	No	2025	No
PG Co.	PGS6	Widen	N/A	Ammendale/Virginia Manor Road	I-95	west of US 1	3	3	2	6	Yes	2008	Yes
PG Co.	PGS73	widen	N/A	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	Yes	2015	No

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PG Co.	PGP4a	Construct	N/A	Baltimore Washington Pkwy/Greenbelt Rd (MD 193)	ramp to southbound Baltimore Washington Pkwy		0	5	0	4	No	2025	No
PG Co.	PGS74b	Construct	N/A	Bell Station Road	Annapolis Road (MD 450)	Church Road	0	4	0	4	Yes	2006	No
PG Co.	PGS75	Widen	N/A	Berry Road	Livingston Road	Accokeek Road (MD 373)	4	4	2	4	No	2010	No
PG Co.	PGS9b	Widen	N/A	Bowie Race Track Road	Laurel-Bowie Road (MD 197)	Old Chapel Road	4	4	2	4	No	2015	No
PG Co.	PGS9a	Widen	N/A	Bowie Race Track Road	Annapolis Road (MD 450)	Old Chapel Road	4	4	2	4	No	2015	No
PG Co.	PGS10	Widen	N/A	Brandywine Road	north of Piscataway Road (MD 223)	Thrift Road	4	4	2	4	No	2020	No
PG Co.	PGS76	Widen	N/A	Briggs Chaney Road	Montgomery County line	Old Gunpowder Road	4	4	2	4	Yes	2010	No
PG Co.	PGS11	Widen	N/A	Brightseat Road	Sheriff road	MD 214	4	4	2	4	Yes	2004	Yes
PG Co.	PGS12	Widen	N/A	Brinkley Road	St. Barnabas Road (MD 414)	Allentown Road (MD 337)	3	3	4	6	No	2015	no
PG Co.	PGS13	Construct	N/A	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	No	2020	No
PG Co.	PGS14	Widen	N/A	Cabin Branch Drive	Columbia Park Road	north of Sheriff Road	4	4	2	4	No	2015	No
PG Co.	PGS16a	Construct	N/A	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	No	2004	No
PG Co.	PGS16b	Construct	N/A	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	No	2010	No
PG Co.	PGS17	Widen	N/A	Cherry Hill Road	Montgomery County line	Baltimore Avenue (US 1)	3	3	2	4	No	2012	Yes
PG Co.	PGS18	Widen	N/A	Church Road	Oak Grove Road	Annapolis Road (MD 450)	4	4	2	4	No	2005	No
PG Co.	PGS20a	Widen	N/A	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	No	2015	No
PG Co.	PGS20b	Widen	N/A	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	No	2015	No
PG Co.	PGS21a	Wden/ Construct	N/A	Contee Road	US 1	Van Dusen Road	3	3	2	3	Yes	2004	Yes
PG Co.	PGS21b	Widen	N/A	Contee Road	Briarwood Drive	US 1	4	4	2	4	No	2000	Yes

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PG Co.	PGS22	Widen	N/A	Dangerfield Road	Cheltenham Avenue	Woodyard Road (MD 223)	4	4	2	4	No	2015	No
PG Co.	PGS24a	Widen	N/A	Dower House Road	Woodyard Road (MD 223)	Foxley Road	4	4	2	4	No	2025	No
PG Co.	PGS24b	Widen	N/A	Dower House Road	Foxley Road	Pennsylvania Avenue (MD 4)	4	4	2	6	No	2015	No
PG Co.	PGS25	Widen	N/A	Fisher road	Brinkley Road	Holton Lane	4	4	2	4	No	2012	No
PG Co.	PGS26	Construct	N/A	Forbes Boulevard Extended	south of Amtrak	Greenbelt Road (MD 193)	0	4	0	4	No	2015	No
PG Co.	PGS27	Widen	N/A	Forestville Road	Allentown Road (MD 337)	Pennsylvania Avenue (MD 4)	4	4	2	4	No	2012	Yes
PG Co.	PGS29	Widen	N/A	Fort Washington Road	Riverview road east of Kenliworth Avenue (MD 201)	Indian Head Highway (MD 210)	4	4	2	4	No	2015	No
PG Co.	PGS30a	Widen	N/A	Good Luck Road		Cipriano Road	4	4	2	4	No	2020	No
PG Co.	PGS30b	Widen	N/A	Good Luck Road	Cipriano Road	Greenbelt Road (MD 193)	4	4	2	4	No	2015	No
PG Co.	PGS87	Widen	N/A	Governor Bridge Road	US301	Anne arundel County	4	4	2	4	No	2012	No
PG Co.	PGS34a	Widen	N/A	Hill Road	Central Avenue (MD 214)	ML King Jr Highway (MD 704)	4	4	2	4	No	2013	Yes
PG Co.	PGS34b	Construct	N/A	Hill Road	ML King Jr Highway (MD 704)	Sheriff Road	0	4	0	2	No	2015	No
PG Co.	PGS88	Construct	N/A	Iverson St. Extended	Wheeler Road	19th Avenue	0	4	0	4	No	2010	No
PG Co.	PGS35	Widen	N/A	Karen Boulevard	Walker Mill Road	Central Avenue (MD 214)	4	4	2	4	No	2020	No
PG Co.	PGS38a	Widen	N/A	Livingston Road	Indian Head Highway (MD 210) at Eastover	Kerby Hill Rd.	4	3/4	2	4	No	2015	No
PG Co.	PGS38b	Widen	N/A	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	No	2020	No
PG Co.	PGS40a	Widen	N/A	Lottsford Road	Archer Lane	Enterprise Road (MD 193)	3	3	2	4	No	2011	Yes
PG Co.	PGS39b	Widen	N/A	Lottsford Vista Road	ML King Jr Highway (MD 704)	Ardwick-Ardmore Road/Relocated	4	4	2	4	No	2020	No
PG Co.	PGS44b	Widen	N/A	Metzerott Road	Adelphi Road	University Boulevard (MD 193)	4	4	2	4	No	2020	No

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PG Co.	PGS44a	Widen	N/A	Metzerott Road	New Hampshire Avenue (MD 650)	Adelphi Road	4	4	2	4	No	2020	No
PG Co.	PGS45	Widen	N/A	Mitchellville Road	Mount Oak Road	Collington Road (MD 197)	4	4	2	6	Yes	2000	No
PG Co.	PGS89	Widen	N/A	Mt. Oak	Church Road	Mitchellville Road	3	3	2	4	No	2015	No
PG Co.	PGS46	Widen	N/A	Murkirk Road	west of Baltimore Avenue (US 1)	Odell Road	4	4	2	4	No	2020	No
PG Co.	nrs	Construct	N/A	National Harbor Main Circulation Roads	I-95/I-295 Interchange	Waterfront Parcel, National Harbor	0	4	0	4/6		2008	Yes
PG Co.	PGS47	Widen	N/A	Oak Grove and Leeland Roads	Watkins Park Road (MD 193)	Robert Crain Highway (US 301)	4	4	2	4	No	2005	No
PG Co.	PGS48	Widen	N/A	Old Alexandria Ferry Road	Woodyard Road (MD 223)	Branch Avenue (MD 5)	4	4	2	4	No	2015	No
PG Co.	PGS80	Construct	N/A	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	Yes	2020	No
PG Co.	PGS50	Widen	N/A	Old Branch Avenue	north of Piscataway Road (MD 223)	Allentown Road (MD 337)	4	4	2	4	Yes	2015	No
PG Co.	PGS90	Construct	N/A	Old Fort Rd. Extended	Piscataway Road (MD 223)	Old Fort Rd	0	4	0	4	No	2010	No
PG Co.	PGS51a	Widen	N/A	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	No	2015	No
PG Co.	PGS52	Widen	N/A	Oxon Hill Road	Fort Foote Rd - North	MD 210	4	4	2	4	No	2010	Yes
PG Co.		Widen	N/A	Oxon Hill Road	National Harbor Entrance	Fort Foote Rd - North	4	4	2	4	Yes	2011	Yes
PG Co.	PGS81	Construct	N/A	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	No	2025	No
PG Co.		Construct		Regency Parkway/ Regency Lane	Regency Lane	Hil-Mar Drive	0	4	0	4		2007	Yes
PG Co.	PGS54	Widen	N/A	Rhode Island Avenue	University Boulevard (MD 193)	Baltimore Avenue (US 1)	4	4	2	4	No	2015	No
PG Co.	PGS55a	Widen	N/A	Ritchie Marlboro Road	Ritchie Rd	White House Road	3	3	2	4	No	2003	Yes
PG Co.	PGS56a	Widen	Approved	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	4	4	2	4	Yes	2009	Yes
PG Co.	PGS56e	Widen	N/A	Ritchie Road/Forestville Road	Alberta Drive	Edgeworth Drive	4	4	2	4	No	2004	Yes

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PG Co.	PGS57	Widen	N/A	Rollins Avenue	Central Avenue (MD 214)	Walker Mill Road	4	4	2	4	No	2020	No
PG Co.	PGS58	Widen	N/A	Rosaryville Road	Robert Crain Highway (US 301)	Woodyard Road (MD 223)	4	4	2	4	No	2020	No
PG Co.	PGS60b	Widen	N/A	Spine Road	Branch Avenue (MD 5)/US 301	Brandywine Road (MD 381)	3	3	2	6	No	2015	No
PG Co.	PGS61	Widen	N/A	Springfield Road	Lanham-Severn Road (MD 546)	Good Luck Road	4	4	2	4	No	2015	No
PG Co.	PGS82	Construct	N/A	St. Joseph's Drive	MD 202	Ardwick-Ardmore Road	0	4	0	4	No	2015	No
PG Co.	PGP2	Construct	N/A	Suitland Parkway	interchange at Rena/Forestville Roads		5	5	0	0	No	2025	No
PG Co.	PGS62a	Widen	N/A	Suitland Road	Allentown Road (MD 337)	Suitland Parkway	3	3	2	4	No	2009	Yes
PG Co.	PGS62b	Widen	N/A	Suitland Road	Suitland Parkway	Silver Hill Road (MD 458)	3	3	2	4	No	2015	No
PG Co.	PGS63	Widen	N/A	Sunnyside Avenue	Baltimore Avenue (US 1)	Kenliworth Avenue (MD 201)	4	4	2	4	No	2015	No
PG Co.	PGS64	Widen	N/A	Surratts Road	Beverly Avenue	Brandywine Road	4	4	2	4	No	2005	Yes
PG Co.	PGS65	Widen	N/A	Temple Hill Road	Piscataway Road (MD 223)	St. Barnabas Road (MD 414)	4	4	2	4	No	2015	No
PG Co.	PGP5a	Construct	N/A	US 50/Columbia Park Road Ramp	westbound ramp to Columbia Park Road		5	5	1	1	No	2025	No
PG Co.	PGP5b	Construct	N/A	US 50/Columbia Park Road Ramp	eastbound ramp Cheverly vicinity		5	5	1	1	Yes	2003	No
PG Co.	PGS67a	Widen	N/A	Van Dusen Road	Contee Road	Sandy Springs Road (MD 198)	3	3	2	4	No	2020	No
PG Co.	PGS67b	Construct	N/A	Van Dusen Road Interchange	@Contee Road		0	0	0	0	No	2025	No
PG Co.	PGS68	Widen	N/A	Virginia Manor Road	Muirkirk Road	Contee Road	4	4	2	4	No	2015	No
PG Co.	PGS69a	Widen	N/A	Walker Mill Road	Silver Hill Road	I-95	3	3	2	4	No	2015	No
PG Co.	PGS70	Widen	N/A	Wheeler Road	St. Barnabas Road (MD 414)	District of Columbia limits	4	4	2	4	No	2020	No
PG Co.	PGS71	Widen	N/A	White House Road	Ritchie-Marlboro Road	Largo-Landover Road (MD 202)	3	3	2	6	Yes	2015	No

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PG Co.	PGS72	Widen	N/A	Whitfield Chapel Road	Annapolis Road (MD 450)	Ardwick-Ardmore Road	4	4	2	4	No	2020	No
PG Co.	PGS40b	Construct	N/A	Woodmore Road	Enterprise Road (MD 193)	Church Road		3		4	No	2015	No
PG Co.	PGS42	Widen	N/A	Woodyard Road (MD 223)	Rosaryville Road	Dower House Road	2	2	2	4	No	2007	No
PG Co.	PGS42b	Construct	N/A	Woodyard Road Relocated (MD 223)	Piscataway Creek	Livingston Road	0	3	0	2	No	2010	No
PG Co.	PGS42c	Widen	N/A	Woodyard Road Relocated (MD 223)	Piscataway Creek	Livingston Road	3	3	2	4	No	2020	No
Frederick County													
Fred.Co.	FS2	Construct	N/A	Monocacy Blvd	Hughes Ford Rd.	Gas House Pike	0	3	0	4	Yes	2009	No
Charles County													
Chas.Co.	CHS1	Widen/ Realign	N/A	Cross County Connector (Billingsly Rd.)	Middletown Rd.	MD 210	3	3	2	4		2009	No
Anne Arundel County													
BMC	AA1d	Widen	N/A	I-97	US 50/301	MD 32/3	1	1	4	6		2010	
BMC	AA15a	Widen	N/A	I-295	I-695	MD 100	1	1	4	6		2010	
BMC	AA3e	Widen	N/A	MD 2	US 50	MD 100		2	4/5	6		2020	
BMC	AA3g	Widen	N/A	MD 2	MD 450	South River Bridge	2	2	4	6		2030	
BMC	AA4e	Widen	N/A	MD 3	MD 32	Prince George Co. Line	2	2	4	6		2030	
BMC	AA5c	Widen	N/A	MD 32	BW Parkway	Howard County Line		1	4	8		2020	
BMC	AA14C	Widen	N/A	US50 / MD 301	AA / PG line	Bay Bridge	1	1	6	8		2020	
BMC	AA6e	Widen	N/A	MD 100	Howard Co. Line	MD 2		5/1	4/6	6/8		2020	
BMC	AA7	Widen	N/A	MD 170	MD 175	MD 100		2	2	4		2015	

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BMC	AA8a	Widen	N/A	MD 175	MD 170	BW Parkway		2	2	4		2010	
BMC	AA29	Widen	N/A	MD 177	MD 100	South Carolina Avenue	2	2	3/2	5		2020	
BMC	AA30	Widen	N/A	MD 198	MD 32	BW Parkway	2	2	2	4		2025	
BMC	AA30a	Widen	N/A	MD 198	PG line	BW Parkway	2	2	4	6		2025	
BMC		Widen	N/A	MD 607	Woods Rd.	MD 173			2	4		2025	
Carroll County													
BMC	CA3A	Construct	N/A	Hampstead Bypass (MD 30)	Wolf Hill Dr	Brodbeck Rd		2	0	2		2008	
BMC	CA1B	Widen	N/A	MD 140	MD 31	Market St.		1	4/6	8		2020	
BMC	nrs	Construct	N/A	MD 140 (3 new interchange)	@ MD 97S, Center St. & Englar Rd			1	-	-		2020	
BMC	CA2a	Widen	N/A	MD 26	MD 32	Liberty Reservoir		2	4	6		2015	
BMC	in base	Widen	N/A	MD 32	MD 26	Howard County Line		2	2	4		2020	
BMC	CA5	Widen	N/A	MD 97	MD 140	Pleasant Valley Rd		2	2	4		2020	
Howard County													
BMC	HW1b	Widen	N/A	I-70	US 29	US 40	1	1	4	6		2030	
BMC	HW1a	Reconstruct	N/A	I-70 (partial to full interchange)	@ Marriottsville Road		1	1				2020	
BMC	HW19	Widen	N/A	I-95	Howard / PG line	Balt. / Howard line	1	1	8	10		2020	
BMC	HW10d	Widen	N/A	US 29	I-70	MD 100		5	4/6	8		2030	
BMC	HW10b	Widen	N/A	US 29 NB	S. of MD 175	Middle Patuxent River		5	4	6		2010	
BMC	HW3c	Widen	N/A	MD 32	Cedar Lane	Anne Arundel County Line		1	4/6	8		2015	

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BMC	HW3b	Widen	N/A	MD 32	MD 108	I-70		1	2	4		2015	
BMC	HW3d	Widen	N/A	MD 32	I-70	Carroll County Line		2	2	4		2030	
BMC		Construct	N/A	MD 32 (interchange)	@ Burntwoods Rd.							2009	
BMC	HW6c	Widen	N/A	MD 108	Trotter Road	MD 32		2	2	4		2025	
BMC	HW6d	Widen	N/A	MD 108	Woodland Rd.	1200' w. of Centennial Ln.	2	2	2	4		2011	
BMC	HW8b	Widen	N/A	MD 216	West of US 29	Sanner Road		3	2	4		2020	
BMC	nrs	Construct	N/A	Dorsey Run Rd., North	MD 103	MD 175			0	4		2011	
BMC		Construct	N/A	Dorsey Run Rd., South	MD 175	Gulford Rd.			0	4		2010	
BMC	HW16C	Widen	N/A	Gorman Road	Stephens Road	US 1		3	2	3		2025	
BMC	HW18a	Widen	N/A	Marriottsville Road	MD 99	MD 144		3	2	4		2015	
BMC	nrs	Widen	N/A	Patuxent Range Road	US 1	Dorsey Run Road			2	4		2015	
BMC	HW11b	Widen	N/A	Rodgers Avenue	US 40	Courthouse Drive		3	2	4		2010	
BMC	HW13a	Construct	N/A	Sanner Road South	Johns Hopkins Road	MD 216		3	0	4		2015	
BMC	HW13b	Widen	N/A	Sanner Road North	Johns Hopkins Road	Pindell School Road		3	2	4		2015	
BMC	HW14c	Widen	N/A	Snowden River Parkway	MD 100	Broken Land Parkway		3	4	6		2020	
Federal Lands													
Fed. Lands		Widen		Old Mill Rd.	US 1	Pole Rd.	4	2	4	4		2009	
Fed. Lands		Construct		Old Mill Rd.	Pole Rd.	Telegraph Rd.	0	0	4	4		2009	

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Fed. Lands		Study to Close		US 29 and VA 234 within Manassas National Battlefield			2	0	2	0		not coded	
Fed. Lands		Study		Manassas National Battlefield Bypass (segment 1)	US 29 (near VA 621)	VA 234 (north of Manassas National Battlefield Park)	0	3	0	4		not coded	
Fed. Lands		Study		VA 234 - Manassas National Battlefield Bypass (segment 2)	north of Manassas National Battlefield Park	east of VA 705	4	3	2	4		not coded	
Virginia													
VDOT Freeway													
VDOT	VI1w	Widen	CE-1	I-66 HOV during peak	US 15 (includes intch. reconst.)	US 29 (Gainesville)	1	1	4	6	No	2015	No
VDOT	VI1z	Reconstruct	EA/FONSI	I-66 Interchange	@ US 29 (Gainesville)		1	1	-	-	No	2017	Yes
VDOT	VI1c	Widen	CE-4	I-66 HOV during peak	VA 234 (Prince Wm. Pkwy)	VA 234 Business (Sudley Rd.)	1	1	4	8	completed	2006	Yes
VDOT	VI1ca	Widen	CE-4	I-66 HOV during peak	US 29 (Gainesville)	VA 234 (Prince William Parkway)	1	1	4	8	yes	2010	Yes
VDOT	VI1aa	Reconstruct	Pending	I-66 Access improvements and flyover	@ I-495 (Capital Beltway)		1	1	-	-	No		Yes
VDOT	VI1ab	Reconstruct		I-66 Interchange	@ I-495 (Capital Beltway)		1	1	-	-	No	2013	Yes
VDOT		Study	Pending	I-66 Preliminary Engineering EIS	US 15 (@ Haymarket)	I-495 (Capital Beltway)	1	1	4/6	6/8	No	not coded	Yes
VDOT	VI1l	Study	PCE-1	I-66 ramp	EB on-ramp from US 29 (Arlington)		1	1	-	-	no	not coded	No
VDOT	VI1ae	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Fairfax Dr.	Sycamore St.	1	1	2	3	no	2013	Yes
VDOT	VI1af	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Washington Blvd.	Dulles Airport Access Rd. connector	1	1	3	4	no	2013	Yes

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VDOT	VI1ag	Reconstruct	Pending	I-66 WB Operational/ Spot Improvements- extend acceleration/ deceleration lanes	Lee Hwy. / Spout Run	Glebe Rd.	1	1	2	3	no	2013	Yes
VDOT	VI2ka	Widen	SEIS-2	I-95 (Wilson Bridge and approaches)	VA 241 (Telegraph Rd.)	US 1	1	1	6	12	yes	2011	Yes
VDOT	VI2k	Widen	SEIS-2	I-95 (Wilson Bridge and approaches)	US 1	MD 210	1	1	6	12	yes	2009	Yes
VDOT	VI2ac	Reconstruct	Pending	I-95 Interchange	@ VA 613 (Van Dorn Street)		1	1	-	-	No	2015	No
VDOT	VI2p	Widen	CE-1	I-95 (provide 4th lane)	Newington	VA 123	1	1	6	8	No	2010	Yes
VDOT	VI2ab	Reconstruct	Pending	I-95 Interchange	@ VA 642 (Lorton Road)		1	1	-	-	No	2010	No
VDOT	VI2d	Construct	CE-4	I-95 Interchange	@ VA 7900 (Franconia-Springfield Parkway)	LOV Access to & from West/from & to North	-	1	-	-	No	2015	Yes
VDOT	VI2r	Widen / Construct	Pending	I-395/I-95 HOV/ BUS/ HOT Lanes	Eads St.	VA 234 (Dumfries Rd.)	1	1	2	3	No	2010	Yes
VDOT	VI2r	Construct	Pending	I-395/I-95 HOV/ BUS/ HOT Lanes Transition	VA 234	VA 610 (Garrisonville Rd.) in Stafford Co.	1	1		2/1	No	2010	Yes
VDOT	VI2r	Widen	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT lanes	Eads Street	1	1	1	2	No	2010	Yes
VDOT	VI2r	Widen	Pending	I 95: HOV / Bus / HOT Ramp:	Eads Street	SB HOV/Bus/HOT Lanes	1	1	1	2	No	2010	Yes
VDOT	VI2r	Remove	Pending	I 95: HOV / Bus / HOT Ramp:	SB Express to SB Gen. use lanes	Between S Hayes St. & Washington Blvd.	1	-	1	0	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT Lanes	Shirlington Circle	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	Shirlington Circle	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95 : HOV / Bus / HOT Bus Only Ramp:	NB HOV/Bus/HOT Lanes	Seminary Road (bus only)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	Seminary Road (bus only)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes

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VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 236 (Duke St.) and VA 648 (Edsall Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	VA 7100 (Fairfax Co. Pkwy.)	SB HOV/Bus/HOT Lanes	-	1	0	1	No	2010	Yes
VDOT	VI2r	Delete	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT to Gen. use lanes	Between VA 7100 (Fairfax Co. Pkwy.) and VA 638 (Pohick Rd.)	1	-	1	0	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOT lanes to new bus station, back to NB HOT lanes (bus only)	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOT lanes to new bus station, back to SB HOT lanes (bus only)	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 7100 (Fairfax Co. Pkwy.) and VA 642 (Lorton Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	SB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 3000 (Prince William Pkwy.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 123 (Gordon Rd.) & VA 3000 (Prince William Pkwy.)	-	1	0	1	No	2010	Yes
VDOT	VI2r	Construct	Pending	I 95: HOV / Bus / HOT Ramp:	NB HOV/Bus/HOT to Gen. use lanes	Between VA 610 (Cardinal Rd.) & VA 234 (Dumfries Rd.)	-	1	0	1	No	2010	Yes
VDOT	VI2c	Reconstruct	Approved	I-95/395/495 Interchange			1	1	-	-	Yes	2008	Yes
VDOT	VI2ca	Construct	Approved	I-495 access ramps (formerly Phase VIII of I-95/394/495 Interchange)	I-95/395/495 interchange to/from I-495 HOV lanes		1	1	-	-	No	2013	Yes
VDOT	VI4i	Construct	Pending	I-495 HOT (peak)	I-395	S. of VA 193 (Georgetown Pike)	1	1	8	8+4	No	2013	Yes

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VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides SB to WB, SB to EB, EB to SB, & NB to WB HOV to HOT or HOT to HOV movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	No	2013	Yes
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	All movements	@ VA 123 (Chain Bridge Road)	1	1	-	-	No	2013	Yes
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, & EB to NB HOV to HOT	@ I-66 HOV Lanes	1	1	-	-	No	2013	Yes
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	HOT movements to and from South Only	@ US 29	1	1	-	-	No	2013	Yes
VDOT		Construct	Pending	I-495 HOT Lanes Interchange	All movements	@ VA 620 (Braddock Road)	1	1	-	-	No	2013	Yes
VDOT	VI4k	Construct	EA-2	I-495 HOV (peak)	S. of VA 193 (Georgetown Pike)	Am. Leg. Bridge	1	1	8	10	No	2015	No
VDOT		Reconstruct	N/A	VA 267 (Dulles Toll Road) Interchange	@ VA 674 (Hunter Mill Road)		-	-	-	-	No	2012	No
VDOT	VP15g	Widen	N/A	VA 267 (Dulles Toll Road) Ramps	@ I-495 Interchange		1	1	-	-	completed	2005	No
VDOT	MW1	Widen	Pending	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	No	2010	No
VDOT	VP21d	Widen	N/A	Dulles Greenway	Goose Creek Bridge	VA 901 (Claiborne Parkway)	1	1	4	6	No	2005	No
VDOT	VP21e	Widen	N/A	Dulles Greenway	VA7/15 Bypass	Goose Creek Bridge	1	1	4	6	No	2007	No
VDOT	VP21b	Construct	N/A	Dulles Greenway Interchanges	@ VA 653 & @ Battlefield Parkway		1	1	-	-	No	2007	No
VDOT Primary													
VDOT	VP26	Study	N/A	Techway	Dulles Toll Road	MD State Line	-	-	-	-	No	not coded	Yes
VDOT	VP1a	Widen	Pending	US 1	Stafford County Line	VA 235 South	2	2	4	6	No	2015	No
VDOT	VP1u	Widen	Pending	US 1	VA 235 South	VA 235 North	2	2	4	6	No	2015	No
VDOT	VP1t	Widen	Pending	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2	2	6	8	No	2025	No
VDOT		Widen	Pending	US 1	@ VA 619 (Joplin Road)	USMC HERITAGE CENTER ACCESS	2	2	4	5	complete	2006	Yes

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VDOT	VP1f	Widen	Approved	US 1 (3la. NB - 4 la. SB)	Lorton Rd.	Telegraph Rd.	2	2	4	6	complete	2005	Yes
VDOT	VP1fb	Widen	Approved	US 1 (as part of VP1f)	Armistead Rd.	Lorton Rd.	2	2	4	6	complete	2005	No
VDOT	VP1o	Widen	Approved	US 1 (Neabsco Creek Bridge)	S. Cardinal Dr.	North Blackburn Rd.	2	2	4	6	No	2009	yes
VDOT	VP1p	Widen	Pending	US 1 (part of 1/123 interchange)	Occoquan Rd.	Annapolis Way	2	2	4	6	No	2012	No
VDOT	nrs	Reconstruct	Pending	US 1 Interchange	@ Russell Road		1	1	-	-	No	2010	No
VDOT	VP2s	Widen / Upgrade	Pending	VA 7	Route 9	Market Street (Leesburg)	2	1	4	6	No	2015	Yes
VDOT	VP2j	Widen	Pending	VA 7 Bypass	VA 7 West	VA 7/US 15 East	5	1	4	6	No	2015	No
VDOT	VP2g	Upgrade	Pending	VA 7 (new interchanges)	VA 7/15 (Leesburg Bypass)	VA 28	2	1	6	6	No	2015	No
VDOT	VP2ma	Widen	Pending	VA 7	Rolling Holly Drive	Reston Ave.	2	2	4	6	No	2011	Yes
VDOT	VP2m	Widen	Pending	VA 7	Reston Ave.	Tyco Rd.	2	2	4	6	No	2020	Yes
VDOT	VP2L	Widen	Pending	VA 7	Dulles Toll Rd.	I-495	2	2	6	8	No	2013	No
VDOT	VP2b	Widen	Pending	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	No	2020	No
VDOT	nrs	Reconstruct	Pending	VA 7	@ VA 606 (Baron Cameron Ave.)		-	-	-	-	No	2005	Yes
VDOT	VP2t	Construct	Pending	VA 7 interchange	@ Claiborne Pkwy./West Spine Rd.		-	-	-	-	No	2006	No
VDOT		Construct	Pending	VA 7 interchange	@ Ashburn Villiage Blvd.		-	-	-	-	No	2008	Yes
VDOT		Construct	Pending	VA 7 interchange	@ Loudoun County Parkway		-	-	-	-	No	2010	No
VDOT	nrs	Reconstruct	Pending	VA 7	@ VA 711 (Williams Gap Road)		2	2	4	4	No	2006	Yes
VDOT	VP3b	Study	Pending	VA 9	West Virginia State Line	VA 7	2	2	2	4	No	not coded	No
VDOT	nrs	Reconstruct	Pending	VA 9	@ VA 662 (Clarks Gap Road)		3	3	-	-	No	2006	Yes

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VDOT	VP4e	Widen	Pending	US 15 (James Madison Highway)	US 29	I-66	2	2	2	4	No	2020	No
VDOT	VP4fa	Widen	N/A	US 15 (James Madison Highway)	I-66	VA 234	2	2	2	4	No	2008	Yes
VDOT	VP4fb	Widen	N/A	US 15 (James Madison Highway)	VA 234	Loudoun County Line	2	2	2	4	No	2020	No
VDOT	nrs	Reconstruct	N/A	US 15 (James Monroe Highway)	Whites Ferry Rd.	Maryland State Line	3	3	2	2	No	2008	Yes
VDOT	nrs	Reconstruct	Pending	VA 27 Interchange	@ VA 244 (Columbia Pike)		-	-	-	-	No	2011	No
VDOT	VP6h	Widen	Pending	VA 28	Fauquier County Line	VA 652 (Fitzwater Dr.)	3	3	2	4	No	2020	No
VDOT	VP6ka	Widen	Pending	VA 28	VA 652 (Fitzwater Dr.)	VA 215 (Vint Hill Road)	3	3	2	4	No	2013	No
VDOT	VP6k	Upgrade/ Widen	EA complete	VA 28	VA 215 (Vint Hill Road)	VA 234 Bypass	3	2	4	6	No	2012	No
VDOT	nrs	Recons/ Widen	Pending	VA 28	Bridge over Broad Run	Replace / Widen to ultimate width	3	3	2	6	Yes	2007	Yes
VDOT	VP6b	Widen	Pending	VA 28 (Centreville Road)	N. City Limits of Manassas Park	Old Centreville Rd.	2	2	4	6	No	2025	No
VDOT	VP6e	Widen/ Upgrade	N/A	VA 28 PPTA (Phase II)	I-66	VA 7	2	1	6	8	No	2010	No
VDOT	VP6ea	Widen/ Upgrade	N/A	VA 28	Dulles Toll Rd.	VA 606 (Old Ox Rd.)	2	1	6	6	No	2008	No
VDOT	VP6eb	Construct		VA 28 Interchange	@ VA 209 (Innovation Ave.)		-	-	-	-	No	2007	No
VDOT		Reconst.		VA 28 Interchange	@ New Braddock Rd.		-	-	-	-	No	2008	Yes
VDOT	VP6v	Construct/ Upgrade	N/A	VA 28 PPTA (Phase I) Interchange	@ VA 668 (McLearen Road)	SASM Interchange to VA 668 upgrade	2	1	6	6	No	2006	Yes
VDOT	VP6w	Construct/ Upgrade	N/A	VA 28 PPTA (Phase I) Interchange	@ Sterling Park	VA 606 to VA 625 upgrade	2	1	6	6	Yes	2007	Yes
VDOT	VP6x	Construct	N/A	VA 28 PPTA (Phase I) Interchange	@ VA 625 (Church & Waxpool Rds.)		2	2	6	6	Yes	2006	Yes
VDOT	VP6y	Construct	N/A	VA 28 PPTA Interchange	@Nokes Boulevard		-	-	-	-	No	2009	No

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VDOT		Reconstruct		VA 28 Intersection	@ Braddock Rd./ Walney Rd.	eliminate left turns from EB Braddock to NB VA 28, eliminate left turns from VA 28 SB to Walney, and from WB Walney to SB VA 28, eliminate through movement from Braddock to/from Walney					No	2008	No
VDOT	VI1bb	Remove		VA 28 SB ramp	at I-66	eliminate left turn movement- EB I-66 off-ramp to SB VA 28					No	2008	
VDOT	VI1cc	Remove		VA 28 NB ramp	at I-66	eliminate turn movement- NB VA 28 to WB I-66					No	2008	
VDOT	VP7ae	Construct	Pending	US 29 Interchange	@ VA 55/VA 619		-	-	-	-	No	2016	Yes
VDOT	VP7r	Widen	Pending	US 29	Virginia Oaks Drive	I-66	2	5	4	6	No	2016	Yes
VDOT	VP7s	Widen	Pending	US 29 (add NB lane)	I-66	Entrance to Conway Robinson MSF	3	2	4	5	No	2016	Yes
VDOT	VP7ad	Widen	Pending	US 29	US 50	I-66	2	2	4	6	No	2010	No
VDOT	VP7aa	Widen	Pending	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	No	2020	No
VDOT	VP7ab	Widen	Pending	US 29	Espana Court	I-495	2	2	4	6	No	2015	No
VDOT	VP7n	Study	Pending	US 29	Pleasant Valley Drive	VA 28	2	2	4	6	No	not coded	No
VDOT	VP7g	Study	Pending	US 29	Fauquier County Line	I-66 (Gainesville)	2	2	4	6	No	not coded	No
VDOT	VSP57a	Construct	Pending	Route 29 (Parallel)	US 29 (Lee Highway) (near US 15)	Sommerset Crossing Drive	0	4	0	4	No	2025	No
VDOT	nrs	Construct	Pending	US 50 Traffic Circle	@ US 15 (Gilbert's Corner)		-	-	-	-	No	2010	Yes
VDOT	VP8q	Widen	Pending	US 50	VA 659 Relocated	VA 742 (Poland Rd.)	2	2	4/5	6	No	2010	No
VDOT	VP8c	Widen	Pending	US 50	VA 742 (Poland Rd.)	VA 609 (Pleasant Valley)	2	2	4/5	6	No	2012	Yes

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VDOT	VP8r	Widen	Pending	US 50	VA 609 (Pleasant Valley)	VA 661 (Lee Rd.)	2	2	4/5	6	No	2012	Yes
VDOT	nrs	Reconstruct	Pending	US 50	Waples Mill Rd (intersection Improvements)	2nd EB to NB left turn lane	0	0	0	0	complete	2005	No
VDOT	VP8n	Widen	Pending	US 50 (WBL)	I-66	Waples Mill Road	2	2	2	3	No	2020	No
VDOT	VP8g	Widen	Pending	US 50	I-66	WCL Fairfax City	2	2	6	8	No	2020	No
VDOT	VP8h	Widen	Pending	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	No	2020	No
VDOT	AR2e	Reconstruct	Pending	US 50 (Arlington Blvd.)	ARC/FFX Line	Washington Blvd.	2	2	6	6	No	2015	No
VDOT	AR2f	Reconstruct	Pending	US 50 (Arlington Blvd.)	Pershing Dr.	Ft. Myer Dr.	2	2	6	6	No	2015	No
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@Jaguar Trail		2	2	-	-	No	2007	Yes
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@ VA 120 (Glebe Road)		-	-	-	-	No	2010	No
VDOT	nrs	Reconstruct	CE-1	US 50 Interchange	@ VA 27 (Washington Blvd.)		-	-	-	-	No	2015	No
VDOT	VP8o	Reconstruct	Pending	US 50 Interchange	@ Courthouse Road / 10th Street		-	-	-	-	No	2010	Yes
VDOT	nrs	Reconstruct	Pending	US 50 Interchange	@ VA 110 (N. Scott St.)		1	1	-	-	No	2020	No
VDOT	VP23a	Widen	Pending	VA 55 (John Marshall Highway)	Gainesville UM Church	US 29 @ VA 619	3	3	2	4	No	2016	Yes
VDOT	nrs	Reconstruct	Approved	VA 120 (Glebe Road)	@ VA 244 (Columbia Pike)		-	-	-	-	No	2004	Yes
VDOT	nrs	Reconstruct	Approved	VA 120 (Glebe Road)	@ Arlington Ridge Rd.	left turn lanes	-	-	-	-	No	2005	Yes
VDOT	nrs	Reconstruct	Pending	VA 120 (Glebe Road)	Military Rd.	DC line	2	2	2	2	No	2020	No
VDOT	nrs	Reconstruct	N/A	VA 120 (Glebe Road)	Quebec St.	2nd St.	2	2	-	-	No	2006	Yes
VDOT	nrs	Reconstruct	Pending	VA 120 (Glebe Road)	W. Glebe Rd.	24th Rd.	2	2	4	4	No	2010	No
VDOT	VP10j	Widen	Pending	VA 123	VA 7	I-495	2	2	6	8	complete		No

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VDOT	VP10ob	Widen	Pending	VA 123 (Dolley Madison Blvd.)	DTR Ramps	VA 694 (Great Falls St.)	2	2	4	6	complete	2006	No
VDOT	nrs	Construct	Approved	VA 123 Interchange	@ US 1		-	-	-	-	No	2012	Yes
VDOT	VP10g	Widen	Pending	VA 123	Route 1	Horner Road	2	2	4	6	No	2008	No
VDOT	VP10s	Widen	Approved	VA 123	Horner Road	Devil's Reach Road	2	2	4	6	No	2015	No
VDOT	VP10ea	Widen	Pending	VA 123 (Ox Road)	VA 722 North	Hooes Rd.	2	2	2	6	Yes	2006	Yes
VDOT	VP10h	Widen	Approved	VA 123 (Ox Road)	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	No	2015	No
VDOT	VP10f	Widen	Pending	VA 123 (Ox Road)	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	No	2015	No
VDOT	VP10r	Widen	Pending	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	No	2020	No
VDOT	nrs	Reconstruct	Pending	VA 123	@ VA 620 (Braddock Road)		2	2	-	-	complete	2005	Yes
VDOT	VP10l	Widen	Pending	VA 123 (Occoquan River Bridge)	South Approach	VA 722 North	2	2	2	6	yes	2007	Yes
VDOT	nrs	Reconstruct	Pending	VA 193	@ Riverbend Road & 0.5 mi. west of VA 28 intersection	@ Nethercliff Hall Road	3	3	2	2	Yes	2007	Yes
VDOT	VP24a	Relocate/ Widen	Approved	VA 215		VA 28	4	3	2	4	No	2011	No
VDOT	nrs	Construct	Pending	VA 234 Interchange	@ US 1		-	1	-	-	No	2015	Yes
VDOT	VP12d	Widen/ Upgrade	Pending	VA 234 (Dumfries Road)	I-95	US 1	2	5	2	6	No	2011	No
VDOT	VP12b	Widen	Approved	VA 234 (Dumfries Road)	Country Club Dr.	Eclipse Dr.	2	2	2	4	complete	2007	Yes
VDOT	VP12a	Widen	Pending	VA 234 (Dumfries Road)	Eclipse Dr.	Snowfall Dr.	2	2	2	4	complete	2006	no
VDOT	VP12l	Widen	Approved	VA 234 (Dumfries Road)	VA 234 Bypass (at Limstrong, VA 649)	SCL of Manassas		2	2	4	No	2010	No
VDOT	VP12k	Widen/ Upgrade	Approved	VA 234 (Manassas Bypass)	VA 234 S. of Manassas	I-66	5	1	4	6	No	2020	No
VDOT	VP12o	Construct	Pending	Tri-County Parkway (CTB alignment C & D)	I-66	Loudoun County Line	0	2	0	4	No	2012	No

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VDOT	VP13a	Widen	Pending	VA 236	Pickett Road	I-395	2	2	4	6	No	2020	No
VDOT	nrs	Reconstruct	Pending	VA 236 (intersection/spot improvements)	Pickett Road	Lake Drive	2	2	4	4	No	2008	Yes
VDOT	nrs	Reconstruct	Pending	VA 236 EB	@ VA 620 (Braddock Road)		-	-	-	-	No	2009	Yes
VDOT	nrs	Reconstruct	Pending	VA 236 WB	@ VA 620 (Braddock Road)		-	-	-	-	No	2009	Yes
VDOT	VP26a	Construct	Pending	VA 28 Bypass	VA 234 (Sudley Road) @ Godwin Drive	I-66	0	5	0	6	No	2015	No
VDOT	VP26b	Construct	Pending	VA 28 Bypass	I-66	VA 620 (Braddock Road) @ VA 613	0	2	0	4	No	2020	No
VDOT Urban													
VDOT	VU28b	Construct	Developer	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	No	2005	No
VDOT	VU28c	Construct	Developer	Battlefield Parkway	Dulles Greenway	Sycolin Road	0	2	0	4	Yes	2007	No
VDOT	VU28d	Widen/ Upgrade	Pending	Battlefield Parkway / Lawson Rd.	Sycolin Road	Kincaid Boulevard	4	2	2	4	Yes	2007	No
VDOT	VU28da	Construct	Approved	Battlefield Parkway	Kincaid Boulevard	Route 7	0	2	0	4	No	2008	Yes
VDOT	VU28e	Construct	Developer	Battlefield Parkway	Route 7	Fort Evans Road	0	2	0	4	No	2005	No
VDOT	VU28f	Construct	Pending	Battlefield Parkway	Fort Evans Road	Edwards Ferry Road	0	2	0	4	Yes	2010	No
VDOT	VU28a	Study	Pending	Battlefield Parkway	US 15 south of Leesburg	US 15 Bypass North	0	2	0	4/6	not coded	2010	No
VDOT	VU2b	Construct	Approved	Clermont Ave.	Eisenhower Ave.	Duke St.	-	3	-	4	no	2015	Yes
VDOT	nrs	Reconstruct		Duke St.	Fairfax County Line	Washington St.	2	2	4/6	4/6		2005	No
VDOT	VU30f	Widen	Pending	East Elden Street	Herndon Parkway East	Fairfax County Parkway	3	3	4	6	No	2012	No
VDOT	VU52	Widen	Pending	Eisenhower Ave.	Stovall St.	Holland Lane	3	3	4	6	No	2010	No
VDOT	nrs	Construct	Pending	George Mason Blvd.	Univer. Dr @ Armstrong St.	Univ. Dr. @ Parking Entr.	0	4	0	2	No	2009	Yes

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VDOT	VU35b	Construct	N/A	Mill Road Extension	Telegraph Rd.	DMV complex	-	3	-	2	No	2010	Yes
VDOT	VU51a	Construct	Pending	Potomac Yard Spine Road	US Route 1	Chrystal Dr.	0	4	0	4	No	2009	No
VDOT	VU26b	Widen	Approved	Richmond Ave.	Dumfries Road	Nagel St.	3	3	2	4	complete	2005	No
VDOT	VU30a	Widen	Approved	South Elden Street/Centreville Road	Worldgate Drive	Herndon Parkway	2	2	4	6	No	2006	Yes
VDOT	VU10b	Widen	Pending	Spring Street	Herndon Parkway East	Fairfax County Parkway	3	3	4	6	No	2011	No
VDOT	VU33	Widen	Pending	Sycolin Road	VA 7/US 15 Bypass	SCL of Leesburg	3	3	2	4	No	2007	No
VDOT	VU32	Widen	Pending	US 15 (South King Street)	Evergreen Mill Road	SCL of Leesburg	3	2	2	4	No	2007	Yes
VDOT	nrs	Construct	Approved	VA 28 Overpass & Interchg.	Overpass Norfolk-Southern RR B line	Interchange w/Wellington Rd.	2	2	4	4	No	2012	Yes
VDOT	VU40	Widen	Pending	US 29 (Lee Highway)	US 50	Chain Bridge Road	2	2	4	6	No	2011	Yes
VDOT	VU6b	Widen	Approved	US 29 (Lee Highway)	Chain Bridge Road	Eaton Place	2	2	4	6	No	2010	Yes
VDOT	VU29	Construct	Approved	VA 123 (Chain Bridge Road)	US 50	I-66	2	2	5	6	No	2010	Yes
VDOT	VU45	Widen	Approved	VA 234 (Dumfries Road)	South Corporate Limits	Hastings Drive	3	3	2	4	No	2011	No
VDOT	nrs	Widen	N/A	VA 234 (Sudley Road) 3rd NB lane	Dorsey Circle	Godwin Dr.	2	2	4	5	No	2010	No
VDOT	VU48b	Widen	Approved	Wellington Road	Godwin Drive	VA 28 (Nokesville Road)	3	3	2	4	No	2010	Yes
Arlington Secondary													
VDOT	AR26	Widen	Pending	N. Pershing Dr.	George Mason Dr.	VA 120	3	3	2	4	No	2012	No
VDOT	AR28b	Widen	N/A	N. Quincy St.	Wilson Blvd.	VA 237	3	3	2	3	No	2007	No
VDOT	AR5a	Widen	Pending	VA 244 (Columbia Pike)	Oakland St.	Washington Blvd.	2	2	4	5	No	2010	No
VDOT	AR17a	Widen	Pending	Washington Blvd.	Wilson	Kirkwood	3	3	3	4	No	2015	No

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VDOT	AR19c	Reconstruct	Pending	Wilson Blvd.	N. Quincy	Washington Blvd.	2	2	4	4	No	2010	No
Fairfax Secondary													
VDOT	FFX2a	Construct	Pending	VA 602 (Reston Pkwy.)	VA 5320 (Sunrise Valley Dr.)	VA 606 (Baron Cameron Avenue)	3	3	4	6	No	2015	No
VDOT	FFX3c	Study	Pending	Frying Pan Rd.	VA 28	VA 657 (Centreville Rd.)	3	3	2/4	6	No	not coded	Yes
VDOT	VSF2c	Widen	Pending	VA 608 (West Ox Road)	VA 6985 (Ox Trail)	VA 602 (Lawyers Road)	3	3	2	4	Complete	2006	Yes
VDOT	VSF2a	Widen	Pending	VA 608 (West Ox Road)	VA 6558 (Penderbrook Drive)	VA 6985 (Ox Trail)	3	3	2	4	yes	2008	Yes
VDOT	FFX4	Study	Pending	VA 609 (Pleasant Valley Road)	US 29	US 50	3	3	2/4	4	No	not coded	No
VDOT	VSF4f	Study	Pending	VA 611 (Furnace Road)	VA 123 (Ox Road)	VA 642 (Lorton Road)	3	3	2	4	No	not coded	No
VDOT	VSF4c	Widen	Pending	VA 611 (Telegraph Road)	VA 613 (Beulah St.)	VA 635 (Hayfield Road)	3	3	2	4	No	2020	Yes
VDOT	VSF4i	Widen	Pending	VA 611 (Telegraph Road)	VA 635 (Hayfield Road)	VA 633 (S. Kings Hwy.)	3	3	2	4	No	2014	Yes
VDOT	VSF4h	Widen	Pending	VA 611 (Telegraph Road)	VA 633 (S. Kings Hwy.)	VA 644 (Franconia Road)	3	3	2	4	No	2015	No
VDOT	FFX5c	Study	Approved	VA 613 (S. Van Dorn St.)	VA 644	Kingstowne Village Pkwy.	3	3	4	6	No	not coded	No
VDOT	VSF15b	Construct	Pending	VA 613 (Van Dorn Street)	@ VA 644 (Franconia Road)	interchange	0	0	0	0	No	2013	Yes
VDOT	VSF7	Widen	Pending	VA 618 (Woodlawn Road)	US 1 (Richmond Highway)	VA 613 (Beulah Road)	3	3	2	4	No	2015	No
VDOT	VSF8g	Widen	Pending	VA 620 (Braddock Rd)	VA 7100 (Fairfax Co. Pkwy.)	VA 123 (Ox Road)	3	3	4	6	No	2015	No
VDOT	VSF8l	Study	Pending	VA 620 (Braddock Road)	VA 609 (Pleasant Valley Road)	Flat Lick Branch	4	3	2	2	No	not coded	No
VDOT	VSF8d	Study	Pending	VA 620 (Braddock Road)	VA 645 (Burke Lake Road)	VA 651 (Guinea Road)	3	3	4	6	No	not coded	No
VDOT	VSF8c	Study	Pending	VA 620 (Braddock Road) (HOV)	I-495	VA 645 (Burke Lake Road)	0	0	0	2	No	not coded	No
VDOT	VSF8j	Construct/ Widen	Pending	VA 620 (New Braddock Rd.)	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	No	2015	No

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VDOT	VSF10c	Widen	Pending	VA 638 (Pohick Road)	US 1	I-95	3	3	2	4	No	2015	No
VDOT	VSF10e	Widen	Pending	VA 638 (Rolling Road)	VA 5297 (DeLong Dr.)	VA 6922 (Odell Street) / Fairfax County Parkway	3	3	2	4	No	2010	No
VDOT	VSF10a	Widen	Approved	VA 638 (Rolling Road)	VA 7100 (Fairfax County Parkway)	VA 644 (Old Keene Mill Road)	3	3	2	4	No	2012	Yes
VDOT	FFX8	Study	Pending	VA 640 (Sydenstricker Rd.)	VA 644 (Old Keene Mill Rd)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	VSF13e	Widen	Pending	VA 642 (Lorton Road)	VA 600 (Silverbrook Road)	US 1 (Richmond Highway)	3	3	2	6	complete	2006	Yes
VDOT	VSF13d	Widen	Pending	VA 642 (Lorton Road)	VA 611 (Furnace Road)	VA 600 (Silverbrook Road)	3	3	2	4	No	2015	No
VDOT	FFX9a	Study	Pending	VA 643 (Lee Chapel Rd.)	VA 123 (Ox Road)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	VSF15	Widen	Pending	VA 644 (Franconia Road)	VA 3290 (Craft Road)	VA 611 (Telegraph Road)	3	3	2	4	No	2015	No
VDOT	FFX10	Study	Pending	VA 644 (Old Keene Mill)	VA 643	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	VSF16a	Widen	Approved	VA 645 (Burke Lake Road)	VA 643 (Lee Chapel Road)	VA 7100 (Fairfax County Parkway)	3	3	2	4	Complete	2005	Yes
VDOT	VSF36	Construct	N/A	VA 645 (Clifton Road)	VA 620 (Braddock Road)	US 29 (Lee Highway)	3	3	2	4	Complete	2007	No
VDOT	FFX11a	Widen	Pending	VA 645 (Stringfellow Rd.)	US 50	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	2010	Yes
VDOT	VSF16g	Widen	Pending	VA 645 (Stringfellow Road)	VA 7735 (Fair Lakes Blvd.)	US 50	3	3	2	4	No	2013	Yes
VDOT	VSF37	Widen	Approved	VA 650 (Gallows Road)	Gatehouse Road	Providence Forest Dr.	3	3	4	6	No	2013	No
VDOT	VSF33d	Widen	Pending	VA 651 (Guinea Road)	VA 620 (Braddock Road)	VA 2430 (Braeburn Road)	3	3	2	4	No	2015	No
VDOT	VSF33a	Widen	Pending	VA 651 (Guinea Road)	VA 6197 (Roberts Parkway)	VA 4807 (Pommeroy Drive)	3	3	2	4	No	2015	No
VDOT	FFX12a	Construct	Pending	VA 651 (New Guinea Rd.)	VA 123 (Ox Road)	Roberts Rd.	0	3	0	4	No	2015	No
VDOT	VSF17b	Construct	Pending	VA 655 (Shirley Gate Road)	VA 7100 (Fairfax County Parkway)	VA 620 (Braddock Road)	0	3	0	4	No	2015	No
VDOT	VSF18c	Widen	N/A	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	4	6	No	2020	No

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VDOT	VSF18b	Widen	N/A	VA 657 (Centreville Road)	VA 8390 (Metrotech Dr.)	VA 668 (McLearen Road)	3	3	2	4	No	2015	no
VDOT	VSF18e	Study	Pending	VA 657 (Centreville Road)	VA 668 (McLearen Rd)	VA 608 (Frying Pan Rd)	3	3	4	6	No	not coded	No
VDOT	VSF18h	Widen	Pending	VA 657 (Centreville Road)	VA 608 (West Ox Rd)	VA 608 (Frying Pan Rd)	3	3	2	4	No	2012	Yes
VDOT	FFX14	Study	Pending	VA 657 (Walney Rd.)	VA 662 (Poplar Tree)	Westfields. Blvd.	3	3	2	4	No	not coded	No
VDOT	FFX15a	Study	Pending	VA 662 (Poplar Tree Rd.)	VA 645 (Stringfellow Rd.)	Westfields. Blvd.	3	3	2	4	No	not coded	No
VDOT	VSF35b	Study	Pending	VA 662 (Stone Rd/Poplar Tree Rd)	VA 620 (Braddock Road)	VA 8460 (Stonecroft Blvd.)	3	3		4	No	not coded	No
VDOT	FFX16a	Study	Pending	VA 665 (Fox Mill Rd.)	VA 602 (Reston Pkwy)	VA 7100 (Fairfax County Parkway)	3	3	2	4	No	not coded	No
VDOT	FFX17a	Study	Pending	VA 666 (Monroe St.)	VA 608 (W. Ox Rd.)	VA 665 (Fox Mill)	3	3	2	4	No	not coded	No
VDOT	FFX17b	Widen	Pending	VA 666 (Monroe St.)	VA 665 (Fox Mill)	Herndon	3	3	2	6	No	2010	No
VDOT	FFX18	Widen	Pending	VA 668 (McLearen Rd.)	VA 28	VA 657 (Centreville Rd.)	3	3	2/4	6	Yes	2020	No
VDOT	Vsf21c	Construct	Approved	VA 673 (McLearen Rd)	VA 608	VA 602/Interchange at Fairfax Co. Parkway	0	3	0	4	No	2015	No
VDOT	VSF21b	Widen	Approved	VA 673 (McLearen Rd)	VA 657 (Centreville Road)	VA 608	3	3	2	4	No	2015	No
VDOT	FFX20b	Widen	Pending	VA 674 (Hunter Mill Rd.)	VA 673 (Vale Rd.)	VA 123 (Chain Bridge Road)	3	3	2	4	No	2012	No
VDOT	VSF22e	Widen	N/A	VA 674 (Hunter Mill Road)	VA 267 (Dulles Toll Road)	Crowell Road	3	3	2	4	No	2015	No
VDOT	VSF36	Relocate	N/A	VA 675 (Sunset Hills Rd.)	West of Edlin School	VA 675 (Crowell Road)	3	3	4	4	No	2012	No
VDOT	FFX21b	Study	Pending	VA 675 (Sunset Hills Rd.)	VA 828 (Wiehle Ave.)	VA 7100 (Fairfax County Parkway)	3	3	4	6	No	not coded	No
VDOT	VSF24	Widen	N/A	VA 684 (Spring Hill Road)	VA 7 (Leesburg Pike)	VA 6034 (International Drive)	3	3	2	4	No	2008	Yes
VDOT	FFX22c	Study	Pending	VA 828 (Wiehle Ave.)	VA 228 (Dranesville Road)	Loudoun Co. Line	0	3	0	4	No	not coded	No
VDOT	VSF25aa	Convert	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 267 (Dulles Toll Road)	Sunrise Valley Dr.	5	5	6	4+2	No	2015	Yes

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VDOT	VSF25ea	Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	Sunrise Valley	Rugby Rd.	5	5	4	4+2	No	2015	Yes
VDOT	VSF25e	Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	Rugby Rd.	US 50	5	5	4	4+2	No	2015	Yes
VDOT	VSF25y	Upgrade/ Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	US 50	VA 7735 (Fair Lakes Pkwy)	2	5	4	4+2	No	2010	No
VDOT	VSF25z	Upgrade/ Widen	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 7735 (Fair Lakes Pkwy)	I-66	2	5	6	6+2	No	2010	No
VDOT	VSF25g	Widen	Approved	VA 7100 (Fairfax Co Pkwy)	I-66	VA 123 (Ox Road)	5	5	4	6	No	2015	No
VDOT	VSF25j	Widen	Approved	VA 7100 (Fairfax County Parkway)	VA 636 (Hooes Road)	VA 640 (Sydenstricker Road)	2	2	4	6	No	2015	No
VDOT	VSF25l	Construct	Pending	VA 7100 (Fairfax Co Pkwy HOV)	VA 640 (Sydenstricker Road)	VA 7900 (Franconia-Springfield Parkway)	0	2	0	2	No	2015	No
VDOT	VSF25n	Construct	Approved	VA 7100 (Fairfax County Parkway)	VA 4600 (Fullerton Road)	VA 7900 (Franconia-Springfield Parkway)	0	1	0	6	No	2011	Yes
VDOT		Construct	Pending	VA 7100 Interchange	@ VA 7735 (Fair Lakes Pkwy) &	Monument Drive	2	5	-	-	No	2010	Yes
VDOT	VSF39	Widen	Pending	VA 7735 (Fair Lakes Pkwy) (3rd EB Lane)	VA 7100	Fair Lakes Circle	4	4	4	5	No	2010	No
VDOT	VSF26	Construct	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	VA 7100 (Fairfax County Parkway)	VA 2677 (Frontier Drive)	5	5	-	2	No	2010	No
VDOT	VSF26a	Construct	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	Interchange @ Neuman St.		1	1	-	-	No	2020	No
VDOT	VSF26b	Upgrade	Pending	VA 7900 HOV (Franconia-Springfield Parkway)	VA 638 (Rolling Rd.)	VA 617 (Backlick Rd.)	5	1	6+2	6+2	No	2020	No
VDOT	FFX24c	Widen	Pending	VA 8460 (Stonecroft Blvd.)	VA 661 (Old Lee Rd.)	Willard Rd.	3	3	4	6	No	2010	No
FHWA/VDOT	FED2	Widen	Pending	Old Mill Rd.	US 1	Pole Rd	4	4	2	4	No	2009	No
FHWA/VDOT	FED3	Construct	Pending	Old Mill Rd. extended	Pole Rd.	Telegraph	0	3	0	4	No	2009	No
Loudoun Secondary													
VDOT	VSL51	Construct	Pending	Atlantic Boulevard	VA 625 (Church Road)	VA 7	-	3	-	4	No	2010	No
VDOT	VSL39	Construct	N/A	Broadlands Boulevard (Ryan Bypass)	VA 659	VA 625	0	3	0	4	No	2005	No

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VDOT	VSL1b	Widen/ Upgrade	Pending	VA 606 (Ldn Co. Pkwy) (nee Old Ox Rd.)	VA 634	VA 621	4	3	2	4	No	2015	No
VDOT		Widen	N/A	VA 606 (Dulles Greenway Interchange)	within Greenway R/W		1	1	2	6	No	2004	No
VDOT	VSL10c	Construct	Pending	VA 607 (Loudoun County Pkwy)	VA 606 / VA 842	VA 772 / VA 607	-	3	-	4	Yes	2010	No
VDOT	VSL10d	Wden/ Construct	N/A	VA 607 (Loudoun County Pkwy) (nee VA 28 Bypass)	VA 620 @ VA 613	Edgewater St.		3		4	Yes	2005	No
VDOT	VSL10ba	Widen	Pending	VA 607 (Loudoun County Pkwy)	VA 625 (Waxpool Road)	W&OD Trail	3	3	4	6	No	2010	No
VDOT	VSL10bb	Widen/ Upgrade	Pending	VA 607 (Loudoun County Pkwy)	W&OD Trail	Redskin Park Drive	4	3	2	6	No	2010	No
VDOT	VSL10bf	Widen/ Upgrade	Pending	VA 607 (Loudoun County Pkwy) (dirt road)	Redskin Park Drive	Gloucester Parkway	4	3	2	4	No	2005	No
VDOT	VSL10bc	Widen	Pending	VA 607 (Loudoun County Pkwy)	Redskin Park Drive	Gloucester Parkway	3	3	4	6	No	2015	No
VDOT	VSL10bd	Widen/ Upgrade	Pending	VA 607 (Loudoun County Pkwy)	Gloucester Parkway	VA 7	4	3	2	4	No	2005	No
VDOT	VSL12	Widen	Pending	VA 625 (Church Rd.)	VA 28	VA 637	3	3	2	4	Yes	2006	Yes
VDOT	VSL12b	Widen	Pending	VA 625 (Waxpool Rd.)	Loudoun County Parkway	Broad Run	3	3	4	6	Yes	2005	Yes
VDOT	VSL12c	Widen	Pending	VA 625 (Waxpool Rd.)	Broad Run	VA 28	3	3	4	6	Yes	2005	No
VDOT	VSL42	Widen/ Upgrade	Approved	VA 634 (Lockridge/Moran Road)	VA 606 (Old Ox Road)	Randolph Drive	4	3	2	4	Complete	2006	No
VDOT	VSL45	Widen/ Upgrade	Pending	VA 643 (Sycolin Road) Phase II	Leesburg Town Limits	VA 659 (Belmont Ridge Road)	4	3	2	4	No	2015	No
VDOT	VSL4a	Widen/ Upgrade	Pending	VA 659 (Belmont Ridge Rd.)	National Rec. & Park Ent.	Dulles Greenway	4	3	2	4	No	2020	Yes
VDOT	VSL4ab	Widen/ Upgrade	Pending	VA 659 (Belmont Ridge Road)/VA 659 Relocated	Dulles Greenway	VA 7	4	3	2	4	No	2015	Yes
VDOT	VSL4d	Widen/ Upgrade	Pending	VA 659 (Belmont RidgeRoad)	VA 659 Relocated	National Rec. & Park Ent.	4	3	2	4	No	2010	No
VDOT	VSL4e	Widen/ Upgrade	N/A	VA 659 (Gum Spring Rd.)	VA 620 (Braddock Road)	US 50	4	3	2	4	No	2006	No
VDOT	VSL4f	Widen/ Upgrade	Pending	VA 659 (Gum Spring Rd.)	Prince William County Line	VA 620 (Braddock Road)	4	3	2	4	No	2010	No

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
VDOT	VSL4c	Construct	Pending	VA 659 Relocated	PWCL / VA 234 Bypass	US 50	0	3	0	4	No	2015	No
VDOT	VSL4b	Construct	Pending	VA 659 Relocated	US 50	VA 659 (Belmont Ridge Rd.)	0	3	0	4	No	2012	No
VDOT	VSL44	Widen/ Upgrade	N/A	VA 772 (Ryan Road)	VA 659 (Belmont Ridge Rd.)	Dulles Greenway @ exit #6	4	3	2	6	Yes	2004	No
VDOT	VSL40a	Widen	N/A	VA 901 (Claiborne Parkway)	VA 640 (Ashburn Farm Pkwy)	W&OD Trail	4	3	2	4	Yes	2007	No
VDOT	VSL40b	Construct	N/A	VA 901 (Claiborne Parkway)	W&OD Trail	VA 7	0	3	0	4	Yes	2006	No
VDOT	nrs	Construct	Pending	VA 868 (Davis Dr.)	VA 606 (Old Ox Road)	VA 625 (Church Road)	-	4	-	4	No	2007	Yes
VDOT	VSL46	Construct	Pending	VA 1036 (Pacific Boulevard)	Sterling Blvd.	Gloucester Parkway	-	3	-	4	No	2010	Yes
VDOT	VSL47	Widen/ Upgrade	N/A	River Creek Parkway	Riverside Parkway	VA 773 (Edwards Ferry Road)	4	3	2	4	No	2007	No
VDOT	VSL48	Construct	N/A	Riverside Parkway	River Creek Parkway	Ashburn Village Blvd.	-	3	-	4	Complete	2007	No
VDOT	VSL49	Construct	Pending	Russell Branch Parkway	VA 659 (Belmont Ridge Road)	Loudoun County Parkway	-	3	-	4	No	2015	No
VDOT	VSL50	Widen/ Upgrade	Pending	VA 773 (Fort Evans Road)	Leesburg Town Limits	River Creek Parkway	4	3	2	4	No	2007	No
Prince William Secondary													
VDOT	VSP49b	Construct	Pending	Heathcote Boulevard	VA 625 (Old Caroline Rd.)	US 15 (James Madison Highway)	0	3	0	4	No	2010	No
VDOT	VSP49	Construct	Pending	Heathcote Boulevard	US 29	VA 676 (Catharpin Road)	0	3	0	4	Yes	2007	No
VDOT	VSP60	Construct		Neabsco Mills Rd.	Dale Blvd.	Opitz Blvd.	0	3	0	4	Yes	2007	No
VDOT	VSP54	Construct	N/A	North/South Road at Innovation	VA 840 (University Blvd.)	VA 674 (Wellington Road)/VA 660 (Bethlehem Road)	0	3	0	4	No	2010	Yes
VDOT	VSP59	Construct	N/A	Peaks Mill (Purcell Road east)	Route 643 (Purcell Road)	Route 3000 (Prince William Parkway)	0	4	0	2	No	2025	No
VDOT	VSP39	Widen	Pending	Russell Road	I-95	Dunlap Avenue	4	3	2	4	No	2010	No
VDOT	VSP46b	Construct	Pending	VA 1566 (Sudley Manor Drive Extension)	VA 619 (Linton Hall Road)	VA 234 Bypass	0	3	0	4	complete	2007	Yes

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
VDOT	VSP46	Construct	Pending	VA 1566 (Sudley Manor Drive Extension)	VA 234 Bypass	Chatsworth Drive	0	3	0	4	Yes	2007	Yes
VDOT	VSP24	Construct	Pending	VA 1596 (Williamson Blvd)	Sudley Manor Dr.	Portsmouth Rd.	0	4	0	4	No	2020	No
VDOT	VSP21c	Widen	N/A	VA 1600 (Ashton Ave.)	Coverstone Dr.	VA 621 (Balls Ford Rd.)	3	3	2	4	No	2010	No
VDOT	VSP25b	Widen	Pending	VA 1781 (NewTelegraph Rd/Summit School Road)	VA 849 (Caton Hill Road)	VA 640 (Minnieville Rd.)	4	4	2	4	No	2015	No
VDOT	VSP25c	Widen	Pending	VA 1781 (Telegraph Rd.)	VA 3000 (Prince William Parkway)	VA 849 (Caton Hill Rd.)	4	4	2	4	No	2015	No
VDOT	VSP25d	Construct	Pending	VA 2480 (Benita Fitzgerald Drive, Extended)	VA 610 (Cardinal Drive)	VA 2480 (Benita Fitzgerald Drive)	0	3	0	4	complete	2006	Yes
VDOT	VSP23d	Widen	Pending	VA 3000 (Prince William Pkwy.)	VA 776 (Liberia Ave.)	VA 640 (Minnieville Rd.)	2	2	4	6	No	2025	No
VDOT	VSP2a	Widen/ Upgrade	Approved	VA 619 (Linton Hall Road)	US 29 (Lee Highway)	VA 675 (Glenkirk Road)	4	3	2	6	Yes	2007	Yes
VDOT	VSP2b	Widen/ Upgrade	Approved	VA 619 (Linton Hall Road)	VA 675 (Glenkirk Road)	VA 621 (Devlin Road)	4	3	2	4	Yes	2007	Yes
VDOT	VSP2e	Widen/ Upgrade	Approved	VA 619 (Linton Hall Road)	VA 621 (Devlin Road)	VA 1566 (Sudley Manor Dr.)	4	3	2	4	Yes	2006	Yes
VDOT	VSP2ea	Widen/ Upgrade	Approved	VA 619 (Linton Hall Road)	VA 1566 (Sudley Manor Dr.)	VA 28 (Nokesville Road)	4	3	2	4	No	2009	yes
VDOT	VSP2h	Widen	Pending	VA 619 (Joplin Rd.) add right turn lane	I-95 exit Ramp	US 1	4	4	4	5	complete	2006	yes
VDOT	VSP3a	Widen/ Upgrade		VA 621 (Balls Ford Road)	VA 234 (Sudley Road)	Bethlehem Road	4	3	2	4	No	2015	No
VDOT	VSP3b	Widen/ Upgrade	N/A	VA 621 (Balls Ford Road)	Bethlehem Road	VA 234 Bypass	4	3	2	4	No	2015	No
VDOT	VSP3d	Widen	Pending	VA 621 (Devlin Road)	Route 674 (Wellington Road)	Route 619 (Linton Hall Road)	3	3	2	4	No	2025	No
VDOT	nrs	Widen	Pending	VA 625 (Old Carolina Rd.)	I-66 Underpass	Piedmont Vista Dr.			2	4	No	2010	No
VDOT	VSP40a	Construct	Pending	VA 635 (Cherry Hill VRE Access Road)	US 1	Future VRE Station site	0	4	0	2	No	2010	Yes
VDOT	VSP5d	Widen	Pending	VA 640 (Minnieville Road)	VA 610 (Cardinal Drive)	VA 643 (Spriggs Road)	3	3	2	4	No	2007	Yes
VDOT	VSP5e	Widen	Pending	VA 640 (Minnieville Road)	VA 643 (Spriggs Road)	VA 234	3	3	2	4	No	2020	No

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
VDOT	VSP15c	Widen	Pending	VA 640 (Minnieville Road)	VA 849 (Caton Hill Road)	VA 641 (Old Bridge Road)	3	3	2	4	Yes	2008	Yes
VDOT	VSP8a	Widen	Pending	VA 643 (Purcell Rd.)	VA 234 (Dumfries Rd.)	VA 642 (Hoadly Rd.)	3	3	2	4	No	2020	No
VDOT	VSP12a	Widen	Pending	VA 643 (Spriggs Rd.)	VA 234 (Dumfries Rd))	VA 642 (Hoadly Road)	3	3	2	4	yes	2007	Yes
VDOT	VSP17b	Widen	Approved	VA 674 (Wellington Rd.)	VA 621 (Devlin Road)	VA 668 (Rixlew Lane)	3	3	2	4	No	2012	No
VDOT	VSP17c	Widen	Pending	VA 674 (Wellington Rd.)	Limestone Dr.	Vicinity Cellar Door Dr.	3	3	2	4	Yes	2006	Yes
VDOT	VSP18	Widen	Pending	VA 676 (Catharpin Rd.)	VA 55 (John Marshall Highway)	Heathcote Blvd.	3	3	2	4	No	2020	No
VDOT	VSP20b	Widen	Pending	VA 784 (Dale Blvd.)	I-95	VA 640 (Minnieville Rd.)		3	4	6	No	2020	No
VDOT		Widen/ Upgrade	Pending	VA 784 (Rippon Boulevard Extension)	US 1 (Jefferson Davis Highway)	Rippon VRE Station	4	3	2	4	No	2010	No
VDOT	VSP47d	Construct	Pending	VA 840 (University Blvd.) (nee East-West Connector)	Route 660 (Hornbaker Road)	VA 674 (Wellington Rd.)	0	3	0	4	No	2025	No
VDOT	VSP56a	Construct	Pending	VA 840 (University Blvd.)	VA 674 (Wellington Road)	US 29 @ Ent. to Conway Robinson MSF	0	3	0	4	complete	2006	Yes
VDOT	VSP45	Construct	N/A	VA 861 (Clover Hill Road Extended/ Airport Access Rd.)	VA 234 Bypass	Manassas Airport	0	4	0	2	Yes	2006	Yes
VDOT	VSP62	Construct	Pending	Rollins Ford Rd.	Songsparrow Dr.	US 15	0		0	4	No	2012	No
FAMPO													
FAMPO	FAI1a	Construct	EA Compl.	I-95 diamond interchange	at VA 627		1	1	0	0	Yes	2008	
FAMPO		Reconst/ Constr.	EA Compl.	I-95 interchange	at VA 627						No	2030	
	FAI1E	construct		I-95 CD lanes	VA 630	VA 627	1	1	6	6+4	No	2025	
FAMPO		Recon-struct	EA Compl.	I-95 interchange	at VA 630		1	1	0	0	No	2020	
FAMPO	FAP5h	Widen		US 1	Rt 212	Princess Anne Street	2	2	4	6	No	2030	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
FAMPO	FAP5b	Widen		US 1	Princess Anne St.	VA 3 (Plank Rd.)	2	2	4	6	No	2015	
FAMPO	FAP5	Widen		US 1	VA 3 interchange	SCL	3	3	4	6	No	2030	
FAMPO	FAP5e	Widen		US 1	SCL Frederickburg	VA 208 (Courthouse Rd.)	2	2	4	6	No	2030	
FAMPO	FAP5d	Widen		US 1	VA 208 (Courthouse Rd.)	Mills Dr.	2	2	4	6	No	2010	
FAMPO	FAP5f	Widen		US 1	Widewater Parkway	Rt 610	2	2	4	6	No	2025	
FAMPO	FAP5g	Widen		US 1	Rt 610	Rt 630	2	2	4	6	No	2025	
FAMPO	FAP6a	Widen		US 17 Bypass	VA 1	VA 2	2	2	2	4	No	2025	
FAMPO	FAP6c	Widen		US 17 Bypass	I-95	Village Parkway	2	2	4	6	No	2010	
FAMPO	FAP7	Widen		VA 212 (Butler Rd)	US 1	VA 212 / VA 218 Connection	4	4	2	4	No	2025	
FAMPO	FAS23a	Construct	Pending	VA 208 Bypass (Spotsylvania)	West of Ta River	East of Po River	0	3	0	2	ROW	2009	
FAMPO	FAS23b	Construct	Pending	VA 208 Bypass (Spotsylvania)	East of Po River	West of Ni River	0	3	0	4	ROW	2007	
STAFFORD COUNTY SECONDARY													
FAMPO	FAS7a	Widen	Compl.	VA 607 (Deacon Rd.)	VA 626	VA 218	4	4	2	4	Yes	2010	
FAMPO	FAS3c	Widen		VA 610 (Garrisonville Rd.)	VA 610 (existing 4 lane section)	VA 643	4	4	2	4	Yes	2020	
FAMPO	FAS3db	Widen		VA 610 (Garrisonville Rd.)	VA 684 (Mine Rd.)	I-95 SB ramp	4	3	6	6	No	2020	
FAMPO	FAS3da	Widen		VA 610 (Garrisonville Rd.)	I-95 SB ramp	US 1	4	3	6	8	No	2020	
FAMPO	FAS3d	Widen		VA 610 (Garrisonville Rd.)	VA 684 (Mine Rd.)	VA 641	4	3	4	6	No	2030	
FAMPO	FAS3e	Widen		VA 610 (Garrisonville Rd.)	VA 641	VA 648	4	3	4	6	No	2025	
FAMPO	FAS8	Recon-struct		VA 624	US 1	VA 626	4	4	2	4	No	2010	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
FAMPO	FAS29	Widen		VA 626 (Leeland Rd.)	new conn. With VA 624	VA 607	4	4	2	4	No	2015	
FAMPO	FAS5b	Widen		VA 630 (Courthouse Rd)	I-95	VA 648	4	4	2	4	No	2010	
FAMPO	FAS13	Recon-struct		VA 648 (Shelton Shop Rd.)	VA 610	VA 627	4	4	2	4	No	2015	
FAMPO	FAS11a	Construct		VA 684 Extension	Existing Mine Rd.	VA 628	0	4	0	4	No	2020	
FAMPO	FAS11b	Construct		VA 684 Extension	VA 628	VA 652	0	4	0	4	No	2030	
CITY OF FREDERICKSBURG													
FAMPO	FAS16	Widen		VA 3 (William St.) (fredericksb	Mahone Dr.	US 1	3	3	4	6	No	2020	
FAMPO	FAS25	Widen		Princess Anne St.	US 1	Herndon St.	3	3	2	4	No	2010	
SPOTSYLVANIA COUNTY SECONDARY													
FAMPO	FAS22	Widen		VA 3 (Spotsylvania)	Rutherford Dr.	VA 627 (Gordon Rd.)	2	2	3	6	No	2020	
FAMPO	FAS26a	Widen		VA 606 (Mudd Tavern Rd.)	US 1	I-95	3	3	2	4	No	2030	
FAMPO	FAS26b	Widen		VA 606 (Morris Rd)	US 1	VA 208	3	3	2	4	No	2030	
FAMPO	FAS27	Widen		VA 608 (Massaponax Church	VA 628	US 1	3	3	2	4	No	2030	
FAMPO	FAS31	Widen		VA 610 (Old Plank Rd.)	VA 627	VA 612	4	4	2	4	No	2030	
FAMPO	FAS17	Widen		VA 612 (Catharpin Rd.)	Ni River Reservoir	VA 610	4	4	2	4	No	2030	
FAMPO	FAS18a	Widen		VA 620 (Harrison Rd)	VA 639	US 1 Bypass	4	4	2	4	No	2020	
FAMPO	FAS9b	Widen		VA 627 (Gordon Rd.)	VA 628	VA 620	4	4	2	4	No	2030	
FAMPO	FAS28	Widen		VA 628 (Smith Station Rd)	VA 608	VA 627	4	4	2	4	No	2030	
FAMPO	FAS19	Widen		VA 636 (Hood Dr.)	US 1	VA 208	4	4	2	4	No	2020	

2007 CLRP AND FY2008-2013 TIP AIR QUALITY CONFORMITY INPUTS

(Highway and HOV)

Agency	Project ID	Improv.	Environ. Review	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Complt. Date or Status	In TIP?
							from	to	from	to			
FAMPO	FAS19b	Widen		VA 636 (Mine Rd.)	US 1	VA 638	4	4	2	4	No	2030	
FAMPO	FAS20a	Widen	Pending	VA 639 (Leavells Rd.)	VA 620	VA 208	4	4	2	4	Yes	2005	
FAMPO	FAS20b	Widen		VA 639 (Leavells Rd.)	VA 208	VA 628	4	4	2	4	Yes	2030	
FAMPO	FAS20c	Widen		VA 639 (Bragg Rd.)	VA 618	VA 3	4	4	2	4	No	2010	
FAMPO	FAS21	Construct		Parallel Facility to I-95 (Spotsy	US 1	VA 620	0	4	0	4	No	2020	

APPENDIX C

Interagency and Public Involvement Process

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

**NOTE: Illustration of monthly
consultation letter**

April 13, 2007

TO: Transportation Consultation Agencies
(United States Environmental Protection Agency, Federal Highway
Administration, Federal Transit Administration, Metropolitan Washington Air
Quality Committee, Air Quality Public Advisory Committee, and Transportation
Planning Board Citizens Advisory Committee)

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

SUBJECT: Consultation with respect to TPB plans and programs

Enclosure:

- 1) Agenda for April 18, 2007 TPB meeting

This memo transmits the agenda for the April TPB meeting, which is relevant to TPB consultation with respect to air quality conformity. Materials associated with each agenda item are available on the TPB web site www.mwcog.org under Dates and Events. As always, you are welcome to attend the TPB meetings (and/or any meetings of the TPB committees and their subcommittees). A schedule of monthly meetings is listed in the "Calendar of Events" in *TPB NEWS*.

The April TPB agenda items relevant for transportation conformity and consultation are identified below.

Item 7 is an action item in which the Board will be briefed on comments received and recommended responses, and asked to approve the submissions for inclusion in the air quality conformity analysis of the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP). At the March 21 meeting, the Board was briefed on the project submissions for the 2007 CLRP and the FY 2008-2013 TIP, which were release for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14.

Item 8 is an action item in which the Board will be briefed on comments received and recommended responses, and asked to approve the scope of work for the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP. At the March 21 meeting, the Board was briefed on the draft scope of work, which was released for public comment and agency review at the TPB CAC meeting on March 15.

Item 13 is a notice item in which Maryland Department of Transportation (MDOT) has requested an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 340 and Jefferson Technology Park in Frederick. The draft scope of work for an air quality conformity assessment for this amendment is completed. These materials were released for public comment at the April 12 CAC meeting. The public comment period for these materials will close on May 12. The Board will be asked to approve the conformity work scope and schedule for this amendment at its May 16 meeting.

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

MEETING NOTICE

Date: April 18, 2007
Time: 12 noon
Place: COG Board Room

A-G-E-N-D-A (BEGINS PROMPTLY AT NOON)

- | | |
|----------|---|
| 12 noon | 1. Public Comment on TPB Procedures and Activities Chair Hudgins |
| | Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting. |
| 12:20 pm | 2. Approval of Minutes of March 21 Meeting Chair Hudgins |
| 12:25 pm | 3. Report of Technical Committee Mr. Harrington
Chair, Technical Committee |
| 12:30 pm | 4. Report of Citizen Advisory Committee Mr. Larsen
Chair, Citizen Advisory Committee |
| 12:40 pm | 5. Report of Steering Committee Mr. Kirby
Director, Department of
Transportation Planning (DTP) |
| 12:45 pm | 6. Chairman's Remarks Chair Hudgins |

ACTION ITEMS

- 12:50 pm 7. **Review of Comments Received and Approval of Project Submissions for the 2007 Constrained Long Range Plan (CLRP) and FY 2008-2013 TIP** Mr. Kirby
- At the March 21 meeting, the Board was briefed on the project submissions for the 2007 CLRP and the FY 2008-2013 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14. The Board will be briefed on comments received and recommended responses, and asked to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.
- Action:** Adopt Resolution R21-2007 to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.
- 1:05 pm 8. **Approval of Scope of Work for the Air Quality Conformity Assessment for the 2007 CLRP and FY 2008-2013 TIP** Mr. Clifford, DTP
- At the March 21 meeting, the Board was briefed on the draft scope of work, which was released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14. The Board will be briefed on comments received and recommended responses, and asked to approve the scope of work for the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.
- Action:** Approve the enclosed scope of work for the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.
- 1:10 pm 9. **Approval of the Coordinated Human Services Transportation Plan for the National Capital Region** Ms. Porter, Chair,
TPB Human Service Transportation Coordination Task Force
Ms. Klancher, DTP
- At the March 21 meeting, the Board was briefed on the draft Human Services Transportation Coordinated Plan, which was released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14. The Board will be briefed on comments received and recommended responses, and asked to approve the Human Services Transportation Coordinated Plan which is required under SAFETEA-LU to guide project funding decisions for three Federal Transit Administration (FTA) programs.
- Action:** Adopt Resolution R22-2007 to approve the Coordinated Human Services Transportation Plan for the National Capital Region.

- 1:20 pm 10. **Approval of Regional Bike to Work Day 2007 Proclamation**
..... Mr. Ramfos

In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, regional Bike to Work Day events are being organized at eighteen locations in the region on Friday May 18, 2007. These events will encourage the business community and other regional decision-makers to support increased bicycle commuting through bicycle-friendly policies and initiatives.

Action: Approve the enclosed Bike to Work Day 2007 Proclamation.

INFORMATION ITEMS

- 1:25 pm 11. **Report on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign** Mr. Farrell, DTP

The Board will be briefed on the recently completed Spring 2007 Street Smart campaign and on a proposal for funding the FY 2008 campaign, which would include two phases, one in the Fall 2007 and one in the Spring 2008.

- 1:35 pm 12. **Briefing on the Freight Railroad Realignment Feasibility Study**
.....David Zaidain, NCPC

The Board will be briefed on results of this consultant study sponsored by the District Department of Transportation (DDOT) and the National Capital Planning Commission (NCPC), funded under an Urban Area Security Initiative (UASI) grant through the U.S. Department of Homeland Security. The study addresses the problems posed by the location and configuration of the mainline freight railroad through the Monumental Core, including security concerns of proximity to government and national symbolic sites, impacts to neighborhoods, and issues for freight and passenger rail operations.

NOTICE ITEM

- 1:50 pm 13. **Notice of Proposed Amendment to the 2006 CLRP and FY 2007-2012 TIP to Include Construction of an Interchange at US 340 and Jefferson Technology Park in Frederick County, as Requested by the Maryland Department of Transportation (MDOT), and Notice of Draft Scope of Work for an Air Quality Conformity Assessment of the Amendment**
..... Mr. Minnitte

Notice is provided that MDOT has requested an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 340 and Jefferson Technology Park in Frederick, as described in the enclosed materials. The draft scope of work for an air quality conformity assessment of this amendment is also enclosed. These materials were released for public comment at the April 12 Citizens Advisory Committee (CAC) meeting. The public comment period for these materials will close on May 12. The Board will be

asked to approve the conformity work scope and schedule for this amendment at its May 16 meeting.

1:55 pm 14. **Other Business**

2:00 pm 15. **Adjourn**

2 hours

Lunch will be served to Board members and alternates at 11:30 a.m.



Alternative formats of this agenda and all other meeting materials can be made available for persons with disabilities. Phone: 202.962.3300 or 202-962.3213 (TDD) Email: accommodations@mwkog.org. Allow 7 working days for preparation of the material. Electronic versions are available at: www.mwcog.org.

Sent: Thursday, December 13, 2007 6:00 PM

Subject: TPB Public Comment Notice: 2007 CLRP and FY 2008-2013 TIP

TPB Releases Draft Plan and TIP for Public Comment

The TPB released the draft 2007 Financially Constrained Long-Range Transportation Plan (CLRP), the draft FY2008-2013 Transportation Improvement Program (TIP), and the draft air quality conformity determination on December 13, 2007 at the TPB Citizens Advisory Committee (CAC) for a 30-day public comment period which ends on January 12, 2008. The CLRP, TIP and air quality conformity assessment are scheduled to be approved at the January 16, 2008 TPB meeting

The CLRP includes road, bridge, high-occupancy vehicle (HOV), transit, bicycle and pedestrian projects funded through the year 2030. Four new projects and three studies are proposed for the 2007 CLRP. The six-year TIP includes all projects, programs, and strategies eligible for implementation between 2008 and 2013. The air quality conformity analysis assesses how the projects in the Plan and TIP, taken collectively, contribute to air quality improvement goals for the region.

Members of the public are invited to review and [Comment on the Draft Documents](#) by January 12, 2008. For additional information or for special assistance, please call (202) 962-3311 or (202) 962-3213 (TDD).

- [Brochure on the Draft CLRP](#)
- [Draft CLRP Website](#)
- [Summary of Significant Changes to the CLRP](#)
- [Draft FY2008-2013 Transportation Improvement Program \(TIP\)](#)
- [Summary Results of the Air Quality Conformity Analysis of the Proposed Plan and TIP](#)
- [How to Comment on the Draft Documents](#)

If you wish to subscribe to MWCOC's email lists, please click here:
www.mwcog.org/publications/subscribe/

If you wish to update your subscription or be removed from the mailing list, please click here: www.mwcog.org/publications/subscribe/unsubscribe.asp

NOTE: This notice is electronically distributed to all recipients of the TPB and TPB Technical Committee materials, as well as to anyone who has expressed interest in receiving public comment notices.

The location of this public hearing is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, to participate in the public hearing should contact Ms. Danise Peña at 202-962-2511 or TDD: 202-638-3780 at least five days prior to the hearing in order for the Transit Authority to make necessary arrangements.

Purpose. In coordination with the City of Alexandria and the Counties of Arlington and Fairfax, WMATA staff has developed a service plan that restructures Bus Lines 25A, F, G, J, P, R Ballston-Bradlee-Pentagon that operates six routes from Ballston to Pentagon and 7B, C, D, P, Lincolia-North Fairlington that operates five routes from Pentagon to Southern Towers. These lines are being proposed for restructuring to simplify and rationalize the route structure, eliminate unproductive segments, and match demand with the appropriate level of service.

Proposal. The proposed service plan: 1) reallocates existing regional resources and reduces the annual operating regional subsidy; 2) reduces service on the 7 Line in the City of Alexandria; 3) adds service on the 25 Line in Arlington and Fairfax Counties and the City of Alexandria; 4) maintains service to existing passengers and improves service reliability; and 5) establishes Saturday service on non-regional route 22B in Arlington County.

Detailed information on the proposed restructuring and new service will be provided in area libraries, on Metrobuses, and at www.wmata.com/about/community.

How To Register To Speak At The Public Hearing. All organizations or individuals desiring to be heard with respect to the proposed service changes will be afforded the opportunity to present their views, make supporting statements and offer alternative proposals. Individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name, address, telephone number and organization affiliation, if any, by Noon, Thursday, March 22, 2007, to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington, D.C. 20001. Alternatively, you may fax this information to the Office of the Secretary at (202) 962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Others present at the hearing may be heard after those persons on the witness list have been called and heard. Public officials will be heard first and will be allowed five minutes each to make their presentations. Other speakers will be allowed three minutes each and will be heard in the order of registration. Relinquishing of time by one speaker to another will not be permitted. Those who are unable to speak at the hearing are encouraged to submit written statements.

How To Submit Written Statements. Written statements and exhibits may be submitted to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth St. NW, Washington, D.C. 20001. Alternatively, you may submit written statements by e-mail to public-hearing-testimony@wmata.com. Please reference the Hearing and/or Docket Number shown at the beginning of this document in your submission. Written statements must be received no later than 5 p.m. on Tuesday, March 27, 2007.



**PUBLIC COMMENT PERIOD
FOR PROJECT SUBMISSIONS
FOR THE WASHINGTON REGION'S
2007 UPDATE TO THE CONSTRAINED
LONG RANGE PLAN (CLRP),
FY2008-2013 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
AND AIR QUALITY
CONFORMITY ANALYSIS**

The National Capital Region Transportation Planning Board (TPB) will initiate a 30-day public comment period for project submissions for the 2007 update to the Financially Constrained Long-Range Plan (CLRP) and FY2008-2013 Transportation Improvement Program (TIP), including an air quality conformity analysis, on March 15, 2007 at the Citizen Advisory Committee meeting. These documents are scheduled to be approved at the April 18, 2007 TPB meeting. This public comment period will extend through Saturday April 14, 2007. Members of the public are invited to review these draft documents on the COG website, www.mwcog.org/transportation/. These materials may also be reviewed at the Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE, Washington, DC 20002, Suite 300.

The CLRP shows the road, bridge, high-occupancy vehicle (HOV), transit, bicycle and pedestrian projects funded through the year 2030. The six-year TIP includes all projects, programs, and strategies that state and local transportation agencies plan to implement between 2008 and 2013. The air quality conformity analysis assesses the plan amendments and program with respect to air quality requirements under the 1990 Clean Air Act Amendments.

Members of the public are invited to submit comments on the draft documents on-line at www.mwcog.org/tppubliccomment/. Written comments can also be mailed to TPB Chairman Catherine Hudgins, Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE, Suite 300, Washington, DC 20002.

For additional information or for special assistance, please call (202) 962-3311 or (202) 962-3213 (TDD).

850 **Montgomery Co.** 850 **Montgomery Co.**

TRUSTEE'S SALE

Trustee's Sale of valuable fee simple property improved by premises known as 13641 HARTSBORNE DRIVE, Germantown, MD

Trans Operations Conference Center
2700 S. Taylor Street
Arlington, VA

sold in "as is condition" and conditions, liens, restrictions, affect same, if any.

TERMS OF SALE: A deposit of \$ shall be required at the time of price with interest at 7.5% per date of payment will be paid ratification of the sale. Adjust and special or regular assessments sale and thereafter assumed by minimum and/or homeowner association may become due after the time the purchaser. Title examination stamps, transfer taxes, title insurance to settlement are to be paid in essence for the purchaser, other and the property may be resold purchaser. If the sale is not ratified to convey marketable title sale, the purchaser's only remedy File No. 06-102423. CAEO6-24

JOHN S. BURSON, WILLIAM KRISTINE D. BROWN A Substitut SHAPIRO & BURSON, LLP, SUITE 201, FAIRFAX, VA

W HARVEY E S AU 1 INVESTMENT BALTIMORE 410-7 www.hwest

MARCH 18, 15, 2007

TRUSTE

Trustee's Sale of valuable fee simple property improved by premises known as 5223 BALTIMORE 20781. By virtue of the power of Trust from KENNEDY G. SAND October 26, 1995, and recorded among the land records of the County of Prince George's, the original principal amount of \$9,250. Upon default and interest, the undersigned trustee will offer for sale at the Courthouse for the COUNTY OF Prince George's, 14735 Main Street, Bourne Wing/Commissioner's Entrance, Upper Marlboro, Maryland, on April 3, 2007, at 1:10 PM, all that property described in said Deed of Trust as BEING MAP 50, SUBDIVISION COUNTY, MARYLAND RECORD THE IMPROVEMENTS THERE BALTIMORE AVENUE.

Said property is in fee simple and is improved by a dwelling and is sold in "as is condition" and conditions, liens, restrictions, affect same, if any.

TERMS OF SALE: A deposit of \$ shall be required at the time of price with interest at 9.25% per date of payment will be paid ratification of the sale. Adjust and special or regular assessments sale and thereafter assumed by minimum and/or homeowner association may become due after the time the purchaser. Title examination stamps, transfer taxes, title insurance to settlement are to be paid in essence for the purchaser, other and the property may be resold purchaser. If the sale is not ratified to convey marketable title sale, the purchaser's only remedy File No. 07-104782P. LOAN TYPE

JOHN S. BURSON, WILLIAM KRISTINE D. BROWN A Substitut SHAPIRO & BURSON, LLP, SUITE 201, FAIRFAX, VA

W HARVEY E S AU 1 INVESTMENT BALTIMORE 410-7 www.hwest

MARCH 15, 22, 29, 2007

TRUSTE

Trustee's Sale of valuable fee simple property improved by premises known as 12607 WHITEH MD 20774. By virtue of the power of Trust from JOYCE A. 2004, and recorded in Liber 20 records of the COUNTY OF PR

10/5/07

F2 FRIDAY, OCTOBER 5, 2007

R EZ

THE WASHINGTON POST

610 Dogs for Sale

CHIHUAHUA—AKC puppies. 1st shots. 3 choc long coat males. Gorgeous, loving & playful. \$650. 540-752-7151

Chihuahua—Pocket pal Chihuahua's strives to bring you the best quality little ones. My two puppies are little ones that you will be proud to show off to your friends. Due to my promotion and work schedule, I hardly find time to spend with these babies. There are both male and female called Bailey and Daisy. Daisy the female is an adorable little short coat girl. She has what it takes to make people wish they had found her first. Daisy loves to wag her tail. She enjoys people to the fullest. She has a classic look that people search for in a Chihuahua. Daisy is charming to be a 1/2 pounds full grown. She is available and can be yours to love. The second little Bailey is a tiny puppy baby. He is charming to be only 4 pounds full grown! He will need tender loving care. Bailey is an adorable baby and will bring much joy to your family. I welcome every interested persons for these puppies.

CHIHUAHUAS—AKC, 2 adult females, full reg. both 1-1/2 yrs old. Sweet personalities. \$450 ea. Call 540-752-7151.

Chihuahua/Terrier MIX PUP—Male & Female, 6-9 lbs adult size, great personalities, health guar. \$175 cash only. 301-848-8710.

#ZBQ

CHINESE SHAR PEI—Ch. lines, parents on prem. AKC, black, brush & horse coat, 4 fs, adorable wrinkles. \$800. 301-441-2554

#JYR4

Chocolate Labs—Perfect Pups. AKC Champ lines. Health Guar. Family Raised. Ready 10/21 \$600. 703-430-8358

#JYK5

COCKER—F, AKC, Buff, 6 mos, Sweet, Shots, Guaran. \$400. 301-948-2202

COCKER SPANIEL PUPPIES—AKC, 1st shots, wormed, family raised. 5 light colored M's ready to go. Call 301-730-1522

COCKER SPANIELS AKC PUPS—Ready 10/8, call 01-241-3353
www.oakwoodcockers.com #JY75

COCKER SPANIELS—AKC, many rare colors. \$275+. M & F shot up to date. Call 540-980-4939

dachshund—\$500 Mini-females, 4 1/2 mths, regis. micro chipped, great temperament. Moving MUST SELL! 540-878-6072

#JYH

DOBERMAN PUPS—Red Ms, great bloodlines, ears up, paper trained. Parents on site. Serious inq's only. 202-628-0466, 301-713-3459 #X33

Eng Bulldog—\$2000 Firm, 2M, 1F, 9wks, Adorable and Wrinkled, 1st shots, Papr trnd, Have both Dam & Sire, Clifton, VA 703-631-2578 #JYRX

English Bulldog—\$500, male, 3months, 203-862-6700 AKC build, available Email
wilpups@yahoo.com #3XMR

English Bulldog Pups—AKC, F, Hth guarantee, Cash \$1500. Call 540-531-7652; 540-778-3314 #JYRP

English Springer Spaniels—\$750 and up, AKC, LW, 1 male, 3 females, 8 weeks, shots and wormed, parents on site 301-733-1221

#5500

Frenchie babies—\$600.00, Male/female, 800-410-0659

Puppies Available Now! AKC, Beautiful, cobby proportioned Frenchie babies. All colors. Description: Here is a perfect little Frenchie! Lovely brindle, white baby! He is so darn cute! Ears are standing up, will be show quality for sure! Started paper training, loves people, very well mannered, he is smart as can be, enjoys bath time and will do anything for a piece of cheese! Call me on email (800)410-0659 or info@tunexpet.us anytime with questions about this perfect dog! #JYND

German Pincher akc, ch sires/dans, top qual, pup avail & fully trained young dogs avail, call 301-751-1648 or 301-343-5287

610 Dogs for Sale

MALTESE—aca males, little snow-balls, health guar, s&w, reduced, \$550, 301-408-8709

Miniature Pinscher—\$450.00, Fem, 11 wks, comes w/ crate & toys. Looking 4 her FOREVER home, 703-754-6399 #JY28

MINI PINSCHERS—Reg, M/F, Red, also Black & Tan, Hth guar, Tails d. \$450 Cash, 540-631-7652 or 540-778-3314. #JYR2

MINI SCHNAUZERS—Hyper, energetic, Hth guar, AKC, Salt & Pepper. Also Black, \$600+ cash, call 540-860-8285 or 540-778-3314 #JYR7

MIN PIN—\$425, Pure Bred, M & F, 8 weeks old, Black & Tan, Call 240-293-6905

MIN PIN PUPS—black/Tan M., 6 wks, 1st shot, dewormed, Purebred/no papers, \$400/obo, 571-379-7321 #JYFJ

Mix/hound—Big, loving, loyal, lovable. Needs room and more attention than my 12 hour work-days allow. SO, male, 2 yrs old, 301-920-0032 #JY5M

Neapolitan Mastiff—\$1200.00, male and female, 7 weeks, 717-933-8694 #X4QR

OLDE ENGLISH BU—\$500, FEMALE, 18MNTHS, 240-988-0621 need to make space. Serious inquiries only. #JY26

POODLE MIX PUPS—M/F, Non-shed, Friendly and playful, Health, Guart. \$275 CASH ONLY 301848-8710

POODLES FOR SALE - TINY, MINIS AKC, shots, wormed, Top quality. Call for details: 804-394-2612.

Poodle (Tiny Toy)—\$1175, Male Tiny Toy "Diesel" Gorgeous RARE Brindle AKC 9 wks first shots, Springfield avail 10/5, 757-635-5670 #67RS

PRESA CANARIO PUPS—Ms and Fs, first shots, dewormed, W, 301-948-2202, 302-682-9945 #XVRS

Pug—\$600, Female, 7 weeks old, black, first shot, adorable! Fairfax, VA, 703/967/6555 #JY6M

Pug—\$650, AKC black Male, 4 mths, micro chipped Great personality & temperament! MUST SELL! (moving) 540-664-2682 #JYH2

PUGGLE PUPPIES—\$250/each, Males & Females, 8 weeks old, Call, 301-455-0316

Pug-Jack Russel mix (Uugs)—simply adorable, loving, sweet & playful, vet checked, s/w, extensive hth guar, \$350 (301) 733-0488

PUGLE PUPP—8wks old, 5M, fawn blk msk, 1st sht, claws, wrmd, health guarant, 40mi W of Frob, \$400, 301-678-5814 #984T

PUG PUPPIES—5 Females, 1st shots, dewormed, \$550 ea. 301-863-3811 202-544-0859 #88LS

PUG PUPPIES—AKC, Fawn, Black, First shots, wormed, M/F, \$500-\$650, Microchipping, 540-788-4046

PUG PUPPIES—Reg, M/F, Fun, Also black, Hth guar, \$500 cash, 540-631-7652 or 540-778-3314 #JYRK

PUG PUPS—Toys, M/F, Fawn/Blk, 1st Shot/Wormed, \$450 CASH, Can deliv. 540-868-2426 or 304-874-4338 #Q8BS

PUG S—AKC, M/F, S/W, health guaranteed, 304-616-6453

PUGS—Fawn M/F, Shots & Wormed, Health Guar. \$550 CASH ONLY, 301-848-8710

Purebred German Shepherd—\$1000.00, 4 males, 1 female, Born 9/5/2007, ready Nov 10, microchipped 703-489-1337 #36MO

ROTTWEILER PUPS FOR SALE—Mother is German import fr. world famous kennel, Father is a massive European import and youth champion well over 150 lbs. 410-290-7155. #W4ST

saint bernard—\$600.00 AKC male, 10 weeks old, shots and wormed

610 Dogs for Sale

YORKIE TERR/YORKIE POO—M/F, Adorable baby face cuties, Health guar. \$450-\$725, 301-252-9213

Adopt Dogs
A BEST Friend waits for YOU!—Over 40 healthy great DAWGS, all ages, sizes, Beltsville PetCo (Rt 1 @ 495, 1 mi N of I&EA). Sat 10/6, 12-2 PM Best Dawg Rescue www.dawgrescue.org

Adopt - A Buddy for Life—Saturday September 23, Noon-3pm PETCO Greenbriar Town Ctr Chantilly & 9230 Old Keene Mill Rd Burke Va Homeless Animals Rescue Team United Way #8363/CFC #75875 Hart9@erols.com www.hart90.org

LOOK
ADOPT - DOGS, & PUPPIES
Fair Lakes, Va Petsmart Fri, 7-9pm 7 Corners, Va Petsmart Sat, 12-3pm Fair Lakes, Va Petsmart Sat, 12-4pm Leesburg, Va Petsmart Sun 1-4pm Make CFNCA contributions to LDCRF using #7280 For more info, & photos on available dogs, go to: www.lostdogandcatrescue.org or call (703) 295-0065 #WXKO

LOOK
ADOPT GREAT DOGS—RAWL Petsmart Gateway Center, Gainesville, Sat 10/6, 11-3-30 540-937-3336 8-noon; rawldogs.org

ADOPT PUPPIES/DOGS—Sun Chantilly PetCo, 1-4pm. www.alloverhome.org

GREYMAN SHEPHERD—White, F, 7yrs old, spayed & shots, Great w/kids and other dogs, 703-278-8147

620 Cats
HIMALAYAN KITTENS—seal point & blue lynx, \$300, Beaut, Must See! POP Registered, Geri 301-331-2011 or 717-352-2667. #BV4T

Himalayan kittens—cfa reg, blue points, litter trained, very affec, 9 wks, \$350 each, 540-858-3392

HIMALAYAN KITTENS—CFA, grand champion line, health guaranteed, 301-729-0263. #6ZCK

HIMALAYAN KITTENS—CFA, grand champion line, health guaranteed, 301-729-0263. #JYGC

KITTENS-TABBIES—Calico females, Sterling, VA 703-216-0988 #JY7R

Persian Kittens—\$300, F/M, 3 mos, loving, playful kittens, smoke & Rare Tortoise shell shots 202-544-0859 #88LS

4Paws—Adopt kitten or adult cat Sat 1-5 Fairfax Petco choose from 60+ cats. 703-352-3300 CFC #34517 www.fourpaws.org #JY6Z

4Paws Rescue Te—Adopt a kitten! Sat 11-3 Stafford Petco call 540-657-7491 cfc #34517 www.fourpaws.org #JYMS

A-Cat/Kittens of SPCA ISO Home—See pics of current kittens @ www.Spcanova.org 703.799.9390 kittens in rainbow of colors. BYOO

Adopt 1 or 2 CATS/KITTENS Sat & Sun 12-4, Petsmart at Potomac Yard, 703-739-4844.

ADOPT A CAT/KITTEN DAY MCSPCA OPEN HOUSE FOR CAT/KITTEN ADOPTIONS Sat October 6, 12PM-3PM PETCO, Congressional Plaza North Rockville www.mcspca.org

Adopt A Kitten/Cat! Burke Petco, Sun 12-3pm. www.animalallies.com

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website at https://www.floodmaps.fema.gov/fim/scripts/rfe_main.asp or call

Public Forum

on the FY 2008-2013 Transportation Improvement Program (TIP) For The Washington Metropolitan Region

Metropolitan Washington Council of Governments
777 N. Capitol St. NE, Training Center (Ground Floor) Washington, DC 20002

October 11, 2007 7:00-8:00 p.m.

Hear about the Washington region's new draft Transportation Improvement Program (TIP), which will include all the regionally significant transportation projects that are anticipated to be funded over the next six years. The official public comment period on the TIP will begin on November 14. For more information, contact Andrew Austin at 202-962-3353 or aaustin@mwcof.org or go to www.mwcof.org/tipforum.

The U.S. Department of Housing and Urban Development (HUD) is pleased to announce the availability of Project-Based Rental Assistance qualified households.

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815 Legal Notices

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001181-07
FRANK MACK HILL
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Lisa Maria Leone, whose address is 1513 Anacostia Avenue, NE, Washington, D.C. 20007, was appointed personal representative of the estate of Frank Mack Hill, who died on December 31, 2006 without a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before May 29, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before May 29, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

Lisa Maria Leone
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001180-07
GEORGE THOMAS RIGGS
Kenneth J. Loewinger, Esq.
471 H Street, NW
Washington, D.C. 20001

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

David K. Riggs, whose address is 50 Granite Drive, Graniteville, IL 62223, was appointed personal representative of the estate of George Thomas Riggs, who died on October 15, 2007 with a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment (or to the probate of decedent's will) shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before May 29, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before May 29, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

David K. Riggs
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001177-07
HARRIET R. DOUGLAS
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Donald R. Baiardo, whose address is 10610 Manor Ct., Manassas, Virginia 20111, was appointed personal representative of the estate of Harriet R. Douglas, who died on August 26, 2007 with a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment (or to the probate of decedent's will) shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before May 29, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before May 29, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent

815 Legal Notices

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001215-07
EDWARD MONTGOMERY GRAHAM
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

John D. Lange, Jr., whose address is 1403 31st Street, N.W., Washington, D.C. 20007, was appointed personal representative of the estate of Edward Montgomery Graham, who died on September 12, 2007 with a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment (or to the probate of decedent's will) shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 13, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 13, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

John D. Lange, Jr.
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001230-07
HERBERT K. HILL
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Catherine A. Hill, whose address is 2040 Alice Avenue, Apartment 202, Oxon Hill, MD 20745, was appointed personal representative of the estate of Herbert K. Hill, who died on August 18, 2007 without a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 13, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 13, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

Catherine A. Hill
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001229-07
TRACY DUBOSE
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Andree Dubose, whose address is 10610 Heather Glen Way, Bowie, MD 20720, was appointed personal representative of the estate of Tracy Dubose, who died on July 27, 2007 without a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 13, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 13, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this

815 Legal Notices

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 2007 ADM 1190
CALVIN LEE THORPE, SR.
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Jennifer Joanne Thorpe-Lewis, whose address is 655 K Street, N.E., Washington, D.C. 20002, was appointed personal representative of the estate of Calvin Lee Thorpe, Sr., who died on September 12, 2004 without a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 6, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 6, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

Jennifer Joanne Thorpe-Lewis
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001233-07
HAROLD DAVID MONROE
Sharmar J. Monroe
6700 Belcrest Road, Apt. 1017
Hyattsville, Maryland 20782

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Sharmar J. Monroe, whose address is 6700 Belcrest Road, Apt. 1017, Hyattsville, Maryland 20782, was appointed personal representative of the estate of Harold David Monroe, who died on July 30, 2007 with a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment (or to the probate of decedent's will) shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 13, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 13, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this notice by mail within 25 days of its first publication shall so inform the Register of Wills, including name, address, and relationship.

Sharmar J. Monroe
PERSONAL REPRESENTATIVE
Anne Meister
REGISTER OF WILLS

SUPERIOR COURT OF THE DISTRICT OF COLUMBIA
PROBATE DIVISION
WASHINGTON, D.C. 20001-2131
ADMINISTRATION NO. 0001197-07
ALPHA MCGEE, JR.
PRO SE

NOTICE OF APPOINTMENT,
NOTICE TO CREDITORS AND
NOTICE TO UNKNOWN HEIRS

Delores S. Thompson and Janie M. Williams, whose addresses are 2029 Milford Court, Forestville, Maryland 20747 and 2725 Louisa Road, Sumter, South Carolina 29153, were appointed personal representatives of the estate of Alpha McGee, Jr., who died on July 15, 2007 without a will and will serve without Court Supervision. All unknown heirs and heirs whose whereabouts are unknown shall enter their appearance in this proceeding. Objections to such appointment shall be filed with the Register of Wills, D.C., 500 Indiana Avenue, N.W., Washington, D.C. 20001, on or before June 13, 2008. Claims against the decedent shall be presented to the undersigned with a copy to the Register of Wills or filed with the Register of Wills with a copy to the undersigned, on or before June 13, 2008, or be forever barred. Persons believed to be heirs or legatees of the decedent who do not receive a copy of this

850 Montgomery County

IN THE CIRCUIT COURT
FOR THE COUNTY OF
MONTGOMERY, MARYLAND

HOWARD N. BIEMAN, ET AL
4520 East West Highway
Suite 200
Bethesda, MD 20814
Substitute Trustees
Plaintiffs

VS.
FAUSTO FRANCISCO NUNEZ
706 Ludlow Street
Takoma Park, MD 20912
Defendant(s)
Mortgagor(s)

CIVIL NO. 28739V

NOTICE

Notice is hereby given this 13TH day of NOVEMBER, 2007 by the Circuit Court for Montgomery County, Maryland that the sale of the property designated as 706 LUDLOW STREET, TAKOMA PARK, MD 20912, made and reported by Howard N. Bieman, Substitute Trustee, will be RATIFIED AND CONFIRMED, unless cause to the contrary thereof be shown on or before the 13TH day of DECEMBER, 2007, provided a copy of this NOTICE be inserted in some daily newspaper printed in said County, once in each of three successive weeks once before the 13TH day of DECEMBER, 2007.

The report states the purchase price at the Foreclosure sale to be \$280,000.

Loretta E. Knight
Clerk of the Circuit Court For
County of Montgomery

IN THE CIRCUIT COURT
FOR THE COUNTY OF
MONTGOMERY, MARYLAND

HOWARD N. BIEMAN, ET AL
4520 East West Highway
Suite 200
Bethesda, MD 20814
Substitute Trustees
Plaintiffs

VS.
MANUEL BRAVO, JR.
2355 Massanutten Drive
Silver Spring, MD 20906
Defendant(s)
Mortgagor(s)

CIVIL NO. 28740Q

NOTICE

Notice is hereby given this 13TH day of NOVEMBER, 2007 by the Circuit Court for Montgomery County, Maryland that the sale of the property designated as 2355 MASSANUTTEN DRIVE, SILVER SPRING, MD 20906, made and reported by Howard N. Bieman, Substitute Trustee, will be RATIFIED AND CONFIRMED, unless cause to the contrary thereof be shown on or before the 13TH day of DECEMBER, 2007, provided a copy of this NOTICE be inserted in some daily newspaper printed in said County, once in each of three successive weeks once before the 13TH day of DECEMBER, 2007.

The report states the purchase price at the Foreclosure sale to be \$373,500.00.

Loretta E. Knight
Clerk of the Circuit Court For
County of Montgomery

IN THE CIRCUIT COURT
FOR THE COUNTY OF
MONTGOMERY, MARYLAND

HOWARD N. BIEMAN, ET AL
4520 East West Highway
Suite 200
Bethesda, MD 20814
Substitute Trustees
Plaintiffs

VS.
JANE N. KINTU
8656 Welbeck Way
Montgomery Village, MD 20886
Defendant(s)
Mortgagor(s)

CIVIL NO. 28740I

NOTICE

Notice is hereby given this 13TH day of NOVEMBER, 2007 by the Circuit Court for Montgomery County, Maryland that the sale of the property designated as 8656 WELBECK WAY, MONTGOMERY VILLAGE, MD 20886, made and reported by Howard N. Bieman, Substitute Trustee, will be RATIFIED AND CONFIRMED, unless cause to the contrary thereof be shown on or before the 13TH day of DECEMBER, 2007, provided a copy of this NOTICE be inserted in some daily newspaper printed in said County, once in each of three successive weeks once before the 13TH day of DECEMBER, 2007.

The report states the purchase price at the Foreclosure sale to be \$225,000.00.

Loretta E. Knight
Clerk of the Circuit Court For
County of Montgomery

820 Official Notices

**PUBLIC COMMENT PERIOD
FOR THE WASHINGTON REGION'S PROPOSED 2007
UPDATE TO THE CONSTRAINED
LONG-RANGE PLAN (CLRP), FY 2008-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND
AIR QUALITY CONFORMITY ANALYSIS**

The National Capital Region Transportation Planning Board (TPB) will initiate a 30-day public comment period for the proposed 2007 update to the Constrained Long-Range Plan (CLRP) and FY2008-2013 Transportation Improvement Program (TIP), including an air quality conformity analysis, on December 13, 2007 at the TPB Citizen Advisory Committee (CAC) meeting. The CAC meets from 6 pm to 8 pm in the COG first floor conference center. These documents are scheduled to be approved at the January 16, 2008 TPB meeting. This public comment period will extend through Saturday January 12, 2008. Members of the public are invited to review these draft documents on the COG website: www.mwco.org/transportation/. These materials may also be reviewed at the Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE, Washington, DC 20002.

The CLRP shows the road, bridge, high-occupancy vehicle (HOV), transit, bicycle and pedestrian projects funded through the year 2030. The six-year TIP includes all projects, programs, and strategies that state and local transportation agencies plan to implement between 2008 and 2013. The air quality conformity analysis assesses the plan amendments and program with respect to the air quality requirements under the 1990 Clean Air Act Amendments.

Members of the public are invited to submit comments on the draft documents on-line at www.mwco.org/tbpubliccomment/. Written comments can also be mailed to TPB Chairman Catherine Hudgins, Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE, Suite 300, Washington, DC 20002.

For additional information or for special assistance, please call (202) 962-3311 or (202) 962-3213 (TDD).

Trustees Sale - DC **Trustees Sale - DC**

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

SUBSTITUTE TRUSTEES' SALE OF VALUABLE property known as 737 HOBART PLACE NW, WASHINGTON, DC 20001 By virtue of a Deed of Trust recorded in the Land Records of the District of Columbia, on DECEMBER 22, 2004 as instrument 2004173492 and in accordance with PL 90-566 notice filed on OCTOBER 19, 2007 and at the request of the party secured thereby, the undersigned Sub. Trustees will offer to sell at public auction within the offices of, **HARVEY WEST AUCTIONEERS, INC.** 5335 Wisconsin Avenue, NW Suite 440 Washington, DC 20015 202-463-4567 On **NOVEMBER 20, 2007 AT 10:44 AM.** the land and premises situated in the District of Columbia, and designated as and being Lot 122 in Square 2888, and more particularly described in said Deed of Trust.

TERMS OF SALE: A deposit of \$30,000.00 will be required at time of sale in cash or certified funds, except from secured party. Property sold in "AS IS" condition. Subject to liens of record. Conveyance by Trustees' deed. Settlement in 30 days. If Sub. Trustees cannot convey insurable title, purchaser's sole remedy is return of deposit. Additional sale terms announced at sale. Sub. Trustees' File No. 206971.

By the order of the Substitute Trustees the above sale has been postponed until **DECEMBER 18, 2007, at 11:08 AM.** All other terms and conditions remain the same.

L. Darren Goldberg and James E. Clarke,
Substitute Trustees

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW, Suite 440
Washington, DC 20015
202-463-4567
www.hwesauctions.com

December 13, 2007 10212371

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

SUBSTITUTE TRUSTEES' SALE OF VALUABLE property known as 3215 CENTRAL AVENUE, NE, WASHINGTON, DC 20018 By virtue of a Deed of Trust recorded in the Land Records of the District of Columbia, on JANUARY 21, 1997 as instrument 9700003847 and in accordance with PL 90-566 notice filed on NOVEMBER 15, 2007 and at the request of the party secured thereby, the undersigned Sub. Trustees will offer to sell at public auction within the offices of **HARVEY WEST AUCTIONEERS, INC.**

840 Trustees Sale - DC

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

Substitute Trustees' Sale of Valuable property known as 151 DANBURY STREET, DISTRICT OF COLUMBIA, on NOVEMBER 15, 2007 at 10:44 AM. the land and premises situated in the District of Columbia, and designated as and being Lot 122 in Square 2888, and more particularly described in said Deed of Trust.

TERMS OF SALE: A deposit of \$30,000.00 will be required at time of sale in cash or certified funds, except from secured party. Property sold in "AS IS" condition. Subject to liens of record. Conveyance by Trustees' deed. Settlement in 30 days. If Sub. Trustees cannot convey insurable title, purchaser's sole remedy is return of deposit. Additional sale terms announced at sale. Sub. Trustees' File No. 210.

L. Darren Goldberg and James E. Clarke,
Substitute Trustees

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

December 11, 12, 13, 14

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

SUBSTITUTE TRUSTEES' SALE OF VALUABLE property known as 127 49TH STREET, SE, DISTRICT OF COLUMBIA, on MAY 24, 2007 at 10:44 AM. the land and premises situated in the District of Columbia, and designated as and being Lot 122 in Square 2888, and more particularly described in said Deed of Trust.

TERMS OF SALE: A deposit of \$30,000.00 will be required at time of sale in cash or certified funds, except from secured party. Property sold in "AS IS" condition. Subject to liens of record. Conveyance by Trustees' deed. Settlement in 30 days. If Sub. Trustees cannot convey insurable title, purchaser's sole remedy is return of deposit. Additional sale terms announced at sale. Sub. Trustees' File No. 210.

L. Darren Goldberg and James E. Clarke,
Substitute Trustees

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

December 11, 12, 13, 14

HARVEY WEST AUCTIONEERS, INC.
5335 Wisconsin Avenue, NW
Suite 440
Washington, DC 20015
202-463-4567

SUBSTITUTE TRUSTEES' SALE OF VALUABLE property known as 2000 EVARTS STREET, DISTRICT OF COLUMBIA, on NOVEMBER 15, 2007 at 10:44 AM. the land and premises situated in the District of Columbia, and designated as and being Lot 122 in Square 2888, and more particularly described in said Deed of Trust.

**PERIODO DE ANUNCIO PÚBLICO
PARA PROPUESTA DE LA REGIÓN DE WASHINGTON 2007
ACTUALIZACIÓN DEL PLAN OBLIGATORIO DE LARGO
PLAZO (CLRP), EL PROGRAMA DE MEJORAMIENTO DE
TRANSPORTE FY 2008-2013 (TIP) Y LA CONFORMIDAD DEL
ANÁLISIS DE LA CALIDAD DEL AIRE**

El Consejo de Planeamiento de Transporte de la Región de la Capital Nacional (TPB) iniciará un período de 30 días para comentarios sobre la actualización de la propuesta del 2007 del Plan Obligatorio de Largo Plazo (Constrained Long-Range Plan-CLRP) y el Programa de Mejoramiento de Transporte FY 2008-2013 (TIP), se incluirá además, un análisis de conformidad de la calidad del aire, la reunión se llevará a cabo el 13 de diciembre del 2007 en el TPB Comité Consultivo del Ciudadano (CAC). El CAC se reúne entre las 6p.m. y las 8 p.m. en el primer piso del centro de conferencias del COG. Estos documentos deberán ser aprobados durante la reunión del TPB el 16 de enero del 2008. Este período de comentarios públicos se extenderá hasta el sábado 12 de enero del 2008.

Se invita a miembros del público en general a revisar los borradores de los documentos en la página Web del COG: www.mwcog.org/transportation/. También pueden leer estos materiales en el Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE Washington, DC 20002.

El CLRP muestra proyectos de calles, puentes, High-Occupancy Vehicle (HOV), tránsito, bicicleta y peatonales que recibirán fondos hasta el año 2030. Este TIP de seis años incluye todos los proyectos, programas y estrategias que las agencias de transporte estatales y locales planean implementar entre el 2008 y el 2013. El análisis de conformidad de la calidad del aire evalúa las enmiendas del plan y las programa con respecto a los requisitos de la calidad del aire bajo las Enmiendas del Acto de Aire Puro de 1990.

Miembros del público en general están invitados a someter comentarios acerca del borrador de los documentos en línea en: www.mwcog.org/tbpubliccomment/. También se recibirán comentarios por escrito enviados por correo a: TPB Chairman Catherine Hudgins, Metropolitan Washington Council of Governments (COG), 777 N. Capitol St. NE, Suite 300 - Washington, DC 20002.

Para información adicional o asistencia especial, por favor llame al: (202)962-3311 ó al (202)962-3213 (TDD)

APPENDIX D

Documentation of Emission Factor Development

Memorandum

Date: December 12, 2007
To: Michael Clifford, TPB
From: Sunil Kumar, MWAQC
Subject: MOBILE6 Input Documentation for 2002, 2008, 2009, 2010, 2020, and 2030 (Ozone Season Day) and 2002, 2009, 2010, 2020, and 2030 (Annual) Inventories for 2007 CLRP & 2008-2013 TIP

The purpose of this memorandum is to document the MOBILE6 inputs for developing the onroad emission inventories for calendar years 2002, 2008, 2009, 2010, 2020, and 2030 for the ozone season day analysis and for calendar years 2002, 2009, 2010, 2020, and 2030 for the annual analysis. Separate sets of input files were created to model emission factors corresponding to travel in the COG region for each of these calendar years 1) on network and local roadways, 2) during auto access to transit, and 3) by diesel transit and school buses.

MOBILE6 inputs for the calendar year 2002 for ozone season day analysis are described in details in the Appendix B (Base Year 2002 Emissions Inventory Document) of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area SIP submitted to EPA in June 2007. MOBILE6 inputs for calendar years 2008 and 2009 for the ozone season day analysis are described in details in the Appendix E1 (Mob6.2.03 Inventories and Documentation) of this document. MOBILE6 inputs for calendar years 2002 annual analysis are described in details in the Appendix B (Base Year 2002 Emissions Inventory and Documentation) of the Washington, DC-MD-VA Annual PM2.5 Nonattainment Area SIP. MOBILE6 inputs for the calendar year 2009 annual analysis are described in details in the Appendix E1 (2009 Onroad Mobile Source Emissions Inventories and Documentation) of this document.

Most of the inputs used for 2008 and 2009 ozone season day analyses are also used for calendar years 2008, 2009, 2010, 2020, and 2030 except for oxygenated fuel parameters and Maryland's I/M programs, which were revised since the submittal of 8-Hour Ozone SIP in June 2007 and are being presented in Tables A-1 and A-2 respectively. Maryland's cut-point files for calendar years 2010, 2020, and 2030 used in 2007 ozone season day and annual 2007 CLRP analyses are also being provided below in Tables A-3 and A-4.

Table A-1 Oxygenated Fuel Parameters

Details of the format for the oxygenated fuel parameters listed here can found in the Mobile6 model user guide.

*** Oxygenated fuel from Spring 2006 onwards.**

OXYGENATED FUELS : 0.00 1.000 0.000 0.035 1

Table A-2
I/M Program Parameters for Maryland
(2008 and Beyond)

Montgomery and Prince George's

>IM Program. Idle, IM240, and OBD.

>Waiver rates based on July - December 2004 initial tests results through 18 months after testing.

*Idle older LDGV, LDGT

I/M PROGRAM : 1 1984 2050 2 T/O Idle
 I/M MODEL YEARS : 1 1977 1983
 I/M VEHICLES : 1 22222 11111111 1
 I/M STRINGENCY : 1 20.0
 I/M COMPLIANCE : 1 96.0
 I/M WAIVER RATES : 1 13.8 13.8
 I/M GRACE PERIOD : 1 2

*Idle HDGT

I/M PROGRAM : 2 1984 2050 2 T/O Idle
 I/M MODEL YEARS : 2 1977 2050
 I/M VEHICLES : 2 11111 22222111 1
 I/M STRINGENCY : 2 20.0
 I/M COMPLIANCE : 2 96.0
 I/M WAIVER RATES : 2 13.8 13.8
 I/M GRACE PERIOD : 2 2

*IM240

I/M PROGRAM : 3 1984 2050 2 T/O IM240
 I/M MODEL YEARS : 3 1984 1995
 I/M VEHICLES : 3 22222 11111111 1
 I/M STRINGENCY : 3 20.0
 I/M COMPLIANCE : 3 96.0
 I/M WAIVER RATES : 3 13.8 13.8
 I/M CUTPOINTS : 3 IM_ATP\Maryland Model Year Specific Cut-point File
 I/M GRACE PERIOD : 3 2

*OBD

I/M PROGRAM : 4 1984 2050 2 T/O OBD I/M
 I/M MODEL YEARS : 4 1996 2050
 I/M VEHICLES : 4 22222 11111111 1
 I/M STRINGENCY : 4 20.0
 I/M COMPLIANCE : 4 96.0
 I/M WAIVER RATES : 4 5.4 5.4
 I/M GRACE PERIOD : 4 2

*OBD Evap (Actual Start Year: July 2002)

I/M PROGRAM : 5 2002 2050 2 T/O EVAP OBD
 I/M MODEL YEARS : 5 1996 2050
 I/M VEHICLES : 5 22222 11111111 1
 I/M COMPLIANCE : 5 96.0
 I/M WAIVER RATES : 5 5.4 5.4
 I/M GRACE PERIOD : 5 2

Calvert, Charles, Fredrick

>IM Program. Idle, IM240, and OBD.

>Waiver rates based on July - December 2004 initial tests results through 18 months after testing.

*Idle older LDGV, LDGT

I/M PROGRAM : 1 1995 2050 2 T/O Idle
I/M MODEL YEARS : 1 1977 1983
I/M VEHICLES : 1 22222 11111111 1
I/M STRINGENCY : 1 20.0
I/M COMPLIANCE : 1 96.0
I/M WAIVER RATES : 1 13.8 13.8
I/M GRACE PERIOD : 1 2

*Idle HDGT

I/M PROGRAM : 2 1995 2050 2 T/O Idle
I/M MODEL YEARS : 2 1977 2050
I/M VEHICLES : 2 11111 22222111 1
I/M STRINGENCY : 2 20.0
I/M COMPLIANCE : 2 96.0
I/M WAIVER RATES : 2 13.8 13.8
I/M GRACE PERIOD : 2 2

*IM240

I/M PROGRAM : 3 1995 2050 2 T/O IM240
I/M MODEL YEARS : 3 1984 1995
I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 13.8 13.8
I/M CUTPOINTS : 3 IM_ATP\ Maryland Model Year Specific Cut-point File
I/M GRACE PERIOD : 3 2

*OBD

I/M PROGRAM : 4 1995 2050 2 T/O OBD I/M
I/M MODEL YEARS : 4 1996 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 5.4 5.4
I/M GRACE PERIOD : 4 2

*OBD Evap (Actual Start Year: July 2002)

I/M PROGRAM : 5 2002 2050 2 T/O EVAP OBD
I/M MODEL YEARS : 5 1996 2050
I/M VEHICLES : 5 22222 11111111 1
I/M COMPLIANCE : 5 96.0
I/M WAIVER RATES : 5 5.4 5.4
I/M GRACE PERIOD : 5 2

Table A-2
2010 Cut-Point Parameters for Maryland

Details of the format for the cut-point parameters listed in Tables A-2 through A-4 can found in the Mobile6 model user guide.

* (SEE P. 16&17 OF EPA REPORT M6.IM.001)

> CY 10

> CUTPOINTS 75% TO FINAL for 1994 and 1995. IMPLEMENTED May 2005.

I/M CUTPOINTS

* Model Years

* 10 09 08 07 06 05 04 03 02 01

* 00	99	98	97	96	95	94	93	92	91
* 90	89	88	87	86					

* Block 1 (LDGV, Light LDGT1(EPA LD1))

0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
0.900	0.900	0.900	0.900	0.900	0.900	0.900	1.000	1.000	1.000
1.400	1.400	1.400	1.800	1.800					
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
30.000	30.000	30.000	30.000	30.000					
2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.200	2.200	2.200
2.500	2.500	2.500	2.800	2.800					

* Block 2 (Heavy LDGT1, Light LDGT2 (EPA LD2&3))

1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800	1.800	1.800	2.000	2.000	2.000
2.400	2.400	2.400	2.800	2.800					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
80.000	80.000	80.000	80.000	80.000					
2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600
2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.700	2.700	2.700
3.000	3.000	3.000	5.800	5.800					

* 10	09	08	07	06	05	04	03	02	01
* 00	99	98	97	96	95	94	93	92	91
* 90	89	88	87	86					

* Block 3 (Heavy LDGT2(EPA LD4))

1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800	1.800	1.800	2.000	2.000	2.000
2.400	2.400	2.400	2.900	2.900					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
80.000	80.000	80.000	80.000	80.000					
3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700
3.700	3.700	3.700	3.700	3.700	3.700	3.700	4.000	4.000	4.000
4.200	4.200	4.200	6.600	6.600					

* 10	09	08	07	06	05	04	03	02	01
* 00	99	98	97	96	95	94	93	92	91
* 90	89	88	87	86					

* Block 4 (HDGV)(Idle Tested)

2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200
2.200	2.200	2.200	2.500	2.500	2.500	2.500	2.500	2.500	2.500
2.600	2.600	2.600	3.000	4.700					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
80.000	80.000	80.000	80.000	80.000					
4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
4.000	4.000	4.000	5.500	5.500	5.500	5.500	5.500	5.500	5.500
7.000	7.000	7.000	7.700	7.700					

Table A-3
2020 & 2030 Cut-Point Parameters for Maryland

* (SEE P. 16&17 OF EPA REPORT M6.IM.001)

> CY 18 and subsequent years.

> CUTPOINTS 75% TO FINAL FOR 1994 AND 1995. IMPLEMENTED MAY 2005.

I/M CUTPOINTS

* Model Years

* 18	17	16	15	14	13	12	11	10	09
* 08	07	06	05	04	03	02	01	00	99
* 98	97	96	95	94					

* Block 1 (LDGV, Light LDGT1(EPA LD1))

0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900
0.900	0.900	0.900	0.900	0.900					
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000	20.000
20.000	20.000	20.000	20.000	20.000					
2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100	2.100
2.100	2.100	2.100	2.100	2.100					

* Block 2 (Heavy LDGT1, Light LDGT2 (EPA LD2&3))

1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000					
2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600
2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600
2.600	2.600	2.600	2.600	2.600					

* 18	17	16	15	14	13	12	11	10	09
* 08	07	06	05	04	03	02	01	00	99
* 98	97	96	95	94					

* Block 3 (Heavy LDGT2(EPA LD4))

1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800	1.800
1.800	1.800	1.800	1.800	1.800					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000					
3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700
3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700	3.700
3.700	3.700	3.700	3.700	3.700					

* 18	17	16	15	14	13	12	11	10	09
* 08	07	06	05	04	03	02	01	00	99

* 98 97 96 95 94

* Block 4 (HDGV)(Idle Tested)

2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200	2.200
2.200	2.200	2.200	2.500	2.500	2.500	2.500	2.500	2.500	2.500	2.500
2.600	2.600	2.600	3.000	4.700						
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
80.000	80.000	80.000	80.000	80.000						
4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
4.000	4.000	4.000	5.500	5.500	5.500	5.500	5.500	5.500	5.500	5.500
7.000	7.000	7.000	7.700	7.700						

Table 1

**MOBILE6 Run Information Common to All COG Counties
For Ozone day and Annual Runs**

Command	Input	Description
MOBILE6 INPUT FILE	No input required.	Specific to Jurisdiction
REPORT FILE	No input required.	Specifies name for descriptive output file(s).
EMISSIONS TABLE	User-supplied	Specifies a file name for the database output file.
SPREADSHEET	User-supplied	Instructs MOBILE6 to output the average calendar year emission factors in a form suitable for direct input into a spreadsheet program.
POLLUTANTS*	Specific to seasonal runs	Controls which HC, CO, and NOx pollutants will be calculated and output to the database report and descriptive output.
PARTICULATE EF*	PMGZML.CSV PMGDR1.CSV PMGDR2.CSV PMDZML.CSV PMDDR1.CSV PMDDR2.CSV	Used for seasonal runs particulate matter (PM2.5) and NOx as a precursor for PM2.5.
EXPRESS HC AS VOC ⁺	No input required.	Directs MOBILE6 to output exhaust HC as volatile organic compounds.
EXPAND EVAPORATIVE ⁺	No input required.	Six evaporative emission types in descriptive output.
EXPAND EXHAUST ⁺	No input required.	Start, running and total exhaust EFs displayed in descriptive output.
NO REFUELING ⁺	No input required.	Used "zero " for refueling (Stage 2) emissions.
WE DA TRI LEN DI	User-supplied	See Table 2
94+ LDG IMP	User-supplied	Used 1994 and later fleet penetration fractions for light-duty gasoline vehicles under the Tier 1, NLEV (or California LEV 1), and Tier 2 standards.
REBUILD EFFECTS	Values supplied by state air agency staff.	Rebuild program effectiveness rate used to reduce heavy-duty diesel vehicle NOx off-cycle emissions. Vary by state: DC 11%,MD 90%, VA 25%
REG DIST	Vary by jurisdiction	2005 Vehicle Registration specific to jurisdiction for 16 composite vehicles types. Reference # 36
ANTI-TAMP PROG	Vary by state	See Table 9
I/M DESC FILE [#]	User-supplied	See Tables 4, 6, and 8
FUEL PROGRAM	Fuel program 4	See Table 18 for values
OXYGENATED FUELS	Regional Values	See Table 18 for values
TEMPERATURE	Ozone season	68.50 min 95.0 max
	Seasonal	24 hourly temperatures. See Table 17 for values.
DIESEL FRACTIONS	Vary by jurisdiction	See Reference # 36

FUEL RVP	Vary by jurisdiction Ozone season	DC 6.80, MD 6.9, VA 6.7
	Seasonal	See Table 18
HUMIDITY	Ozone season	Default values.
	Seasonal	See Table 17
SCENARIO RECORD	Automatically generated.	Allows user to label individual scenario results. Marks start of new scenario.
CALENDAR YEAR	Varies.	Calendar year of scenario evaluated.
EVALUATION MONTH	Varies.	Specifies January 1 (1) or July 1 (7) for calendar year of interest.
ALTITUDE	1	High or low altitude of area evaluated.
BAROMETRIC PRES*	User-supplied	Varies by season. See Table 17
AVERAGE SPEED	Varies. .	See Table 10
SOAK DISTRIBUTION	Varies.	See Table 11
VMT FRACTIONS	Varies. User-supplied.	See Tables 12, 13, 14
VMT BY FACILITY	FV4.FV for freeway ramp; FV3.FV for local roads	MOBILE6 defaults for each scenario.
DIESEL SULFUR*	Varies. User-supplied.	See Reference #36
PARTICLE SIZE*	User-supplied	2.5

+ - Does not apply to PM_{2.5} analysis (Annual runs).

* - Applies only when modeling PM_{2.5}.

- Used when an ATP or I/M control programs are in effect.

Table 2
Trip Length Distributions

Length of Trip	MWCOG Regional Percentage of VMT (%)	MOBILE6 Default Percentage of VMT (%)
< 10 Minutes	10.86	6.74
11 - 20 Minutes	24.98	18.51
21 - 30 Minutes	19.71	16.78
31 - 40 Minutes	13.44	13.11
41 - 50 Minutes	9.29	8.33
> 50 Minutes	21.72	36.53

Table 3
LEV Implementation Schedule for MWCOG Region

Model Year	Percentage of New Vehicle Sales			
	Tier 1	Transitional LEV	LEV	Tier 2
1999	30	40	30	0
2000	0	40	60	0
2001	0	0	100	0
2002	0	0	100	0
2003	0	0	100	0
2004+	0	0	0	100

Table 4**2010 I/M Program Parameters for DC**

Test Type	IDLE	IM240	OBD I/M	FP & GC	EVAP OBD & GC	HDGV IDLE
I/M Program Years	1983-2050	1983-2050	1983-2050	1999-2050	1999-2050	1983-2050
Test Frequency	Biennial	Biennial	Biennial	Biennial	Biennial	Biennial
Program Type	T/O	T/O	T/O	T/O	T/O	T/O
Model Years	1968-1983	1984-1995	1996-2050	1972-1995	1996-2050	1972-2050
Stringency Rate (%)	20	20	20	N/A	20	20
Compliance Rate (%)	96	96	96	96	96	96
Waiver Rate (%)	3	3	3	N/A	3	3
Exemption Age	25	25	25	25	25	25
Cutpoint File	N/A	DC_C02	N/A	N/A	N/A	N/A
Vehicles Tested						
LDGV	Yes	Yes	Yes	Yes	Yes	No
LDGT1	Yes	Yes	Yes	Yes	Yes	No
LDGT2	Yes	Yes	Yes	Yes	Yes	No
LDGT3	Yes	Yes	Yes	Yes	Yes	No
LDGT4	Yes	Yes	Yes	Yes	Yes	No
HDGV2B	Yes	Yes	No	Yes	No	Yes
HDGV3	Yes	Yes	No	Yes	No	Yes
HDGV4	Yes	Yes	No	Yes	No	Yes
HDGV5	Yes	Yes	No	Yes	No	Yes
HDGV6	No	No	No	No	No	No
HDGV7	No	No	No	No	No	No
HDGV8A	No	No	No	No	No	No
HDGV8B	No	No	No	No	No	No
GAS BUS	No	No	No	No	No	No

Table 5

* District of Columbia IM240 cutpoints - applies to year 2002 and later

*

>

I/M CUTPOINTS

* Block 1 (LDGV, Light LDGT1(EPA LD1))

0.800	0.800	0.800	0.800	0.800	0.800	0.800	1.200	1.200	1.200
1.200	1.200	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
2.000	2.000	2.200	2.000	2.000					
15.000	15.000	15.000	15.000	15.000	15.000	15.000	20.000	20.000	20.000
20.000	20.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000	30.000
30.000	30.000	30.000	30.000	30.000					
2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.500	2.500	2.500
2.500	2.500	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.000	3.000	3.000					

* Block 2 (Heavy LDGT1, Light LDGT2 (EPA LD2&3))

1.000	1.000	1.000	1.000	1.000	1.000	1.000	2.400	2.400	2.400
2.400	2.400	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200
3.200	3.200	3.200	3.200	3.200					
20.000	20.000	20.000	20.000	20.000	20.000	20.000	60.000	60.000	60.000
60.000	60.000	80.000	80.000	80.000	80.000	80.000	80.000	80.000	80.000
80.000	80.000	80.000	80.000	80.000					
2.500	2.500	2.500	2.500	2.500	2.500	2.500	3.000	3.000	3.000
3.000	3.000	3.500	3.500	3.500	7.000	7.000	7.000	7.000	7.000
7.000	7.000	7.000	7.000	7.000					

* Block 3 (Heavy LDGT2(EPA LD4))

2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400	2.400
2.400	2.400	3.200	3.200	3.200	3.200	3.200	3.200	3.200	3.200
3.200	3.200	3.200	3.200	3.200					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	80.000	80.000	80.000	80.000	80.000	80.000	80.000	80.000
80.000	80.000	80.000	80.000	80.000					
4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.500	4.500	4.500
4.500	4.500	5.000	5.000	5.000	7.000	7.000	7.000	7.000	7.000
7.000	7.000	7.000	7.000	7.000					

* Block 4 (HDGV)

2.400	2.400	2.400	2.400	2.400	3.000	3.000	3.000	3.000	3.000
3.000	3.000	3.200	3.200	3.200	3.200	5.000	5.000	6.000	6.000
6.000	6.000	6.000	6.000	6.000					
60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000	60.000
60.000	60.000	80.000	80.000	80.000	80.000	80.000	80.000	100.000	100.000
100.000	100.000	100.000	100.000	100.000					
4.000	4.000	4.000	4.000	4.000	6.000	6.000	6.000	6.000	6.000
6.000	6.000	8.000	8.000	8.000	8.000	8.000	8.0		

Table 6**2010 I/M Program Parameters for Maryland**

Test Type	IDLE	IM240	OBD I/M	EVAP OBD	IDLE
I/M Program Years	1984-2050	1984-2050	1984-2050	2002-2050	1984-2050
Test Frequency	Biennial	Biennial	Biennial	Biennial	Biennial
Program Type	T/O	T/O	T/O	T/O	T/O
Model Years	1977-1983	1984-1995	1996-2050	1996-2050	1977-2050
Stringency Rate (%)	20	20	20	N/A	20
Compliance Rate (%)	96	96	96	96	96
Waiver Rate (%)	13.8	13.8	13.8	5.4	13.8
Grace Period (years)	2	2	2	2	2
Cutpoint File	N/A	MD_C10	N/A	N/A	N/A
Vehicle Types					
LDGV	Yes	Yes	Yes	Yes	No
LDGT1	Yes	Yes	Yes	Yes	No
LDGT2	Yes	Yes	Yes	Yes	No
LDGT3	Yes	Yes	Yes	Yes	No
LDGT4	Yes	Yes	Yes	Yes	No
HDGV2B	No	No	No	No	Yes
HDGV3	No	No	No	No	Yes
HDGV4	No	No	No	No	Yes
HDGV5	No	No	No	No	Yes
HDGV6	No	No	No	No	Yes
HDGV7	No	No	No	No	No
HDGV8A	No	No	No	No	No
HDGV8B	No	No	No	No	No
GAS BUS	No	No	No	No	No

Table 7

IM240 Cutpoint File (MD_C10) for Maryland

* (SEE P. 16&17 OF EPA REPORT M6.IM.001)

> CY 10

> CUTPOINTS 75% TO FINAL for 1994 and 1995. IMPLEMENTED May 2005.

I/M CUTPOINTS

* Model Years

* 10 09 08 07 06 05 04 03 02 01

* 00 99 98 97 96 95 94 93 92 91

* 90 89 88 87 86

* Block 1 (LDGV, Light LDGT1(EPA LD1))

0.900 0.900 0.900 0.900 0.900 0.900 0.900 0.900 0.900 0.900

0.900 0.900 0.900 0.900 0.900 0.900 0.900 1.000 1.000 1.000

1.400 1.400 1.400 1.800 1.800

20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000

20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000 20.000

30.000 30.000 30.000 30.000 30.000

2.100 2.100 2.100 2.100 2.100 2.100 2.100 2.100 2.100 2.100

2.100 2.100 2.100 2.100 2.100 2.100 2.100 2.200 2.200 2.200

2.500 2.500 2.500 2.800 2.800

* Block 2 (Heavy LDGT1, Light LDGT2 (EPA LD2&3))

1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800

1.800 1.800 1.800 1.800 1.800 1.800 1.800 2.000 2.000 2.000

2.400 2.400 2.400 2.800 2.800

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

80.000 80.000 80.000 80.000 80.000

2.600 2.600 2.600 2.600 2.600 2.600 2.600 2.600 2.600 2.600

2.600 2.600 2.600 2.600 2.600 2.600 2.600 2.700 2.700 2.700

3.000 3.000 3.000 5.800 5.800

* 10 09 08 07 06 05 04 03 02 01

* 00 99 98 97 96 95 94 93 92 91

* 90 89 88 87 86

* Block 3 (Heavy LDGT2(EPA LD4))

1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800 1.800

1.800 1.800 1.800 1.800 1.800 1.800 1.800 2.000 2.000 2.000

2.400 2.400 2.400 2.900 2.900

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

80.000 80.000 80.000 80.000 80.000

3.700 3.700 3.700 3.700 3.700 3.700 3.700 3.700 3.700 3.700

3.700 3.700 3.700 3.700 3.700 3.700 3.700 4.000 4.000 4.000

4.200 4.200 4.200 6.600 6.600

* 10 09 08 07 06 05 04 03 02 01

* 00 99 98 97 96 95 94 93 92 91

* 90 89 88 87 86

* Block 4 (HDGV)(Idle Tested)

2.200 2.200 2.200 2.200 2.200 2.200 2.200 2.200 2.200 2.200

2.200 2.200 2.200 2.500 2.500 2.500 2.500 2.500 2.500 2.500

2.600 2.600 2.600 3.000 4.700

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000 60.000

80.000 80.000 80.000 80.000 80.000

4.000 4.000 4.000 4.000 4.000 4.000 4.000 4.000 4.000 4.000

4.000 4.000 4.000 5.500 5.500 5.500 5.500 5.500 5.500 5.500

7.000 7.000 7.000 7.700 7.700

Table 8

2010 I/M Program Parameters for Virginia

Test Type	2500/IDLE	ASM 2525/5015 FINAL	OBD I/M	EVAP OBD & GC	GC	2500/ILDE	GC
I/M Program Years	1983-2050	1983-2050	1983-2050	1998-2050	1998-2050	1983-2050	1998-2050
Test Frequency	Biennial	Biennial	Biennial	Biennial	Biennial	Biennial	Biennial
Program Type	TRC	TRC	TRC	TRC	TRC	TRC	TRC
Model Years	1968-1980	1981-1995	1996-2050	1996-2050	1973-1995	1981-2050	1973-2050
Stringency Rate (%)	35	35	35	N/A	N/A	35	N/A
Compliance Rate (%)	98	98	98	98	98	98	98
Waiver Rate (%)	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Exemption Age	24	24	24	24	24	24	24
I/M Effectiveness (%)	N/A	N/A	94	N/A	N/A	N/A	N/A
Grace Period	N/A	N/A	4	4	N/A	4	4
Vehicle Types							
LDGV	Yes	Yes	Yes	Yes	Yes	No	No
LDGT1	Yes	Yes	Yes	Yes	Yes	No	No
LDGT2	Yes	Yes	Yes	Yes	Yes	No	No
LDGT3	Yes	Yes	Yes	Yes	Yes	No	No
LDGT4	Yes	Yes	Yes	Yes	Yes	No	No
HDGV2B	Yes	No	No	No	No	Yes	Yes
HDGV3	No	No	No	No	No	No	No
HDGV4	No	No	No	No	No	No	No
HDGV5	No	No	No	No	No	No	No
HDGV6	No	No	No	No	No	No	No
HDGV7	No	No	No	No	No	No	No
HDGV8A	No	No	No	No	No	No	No
HDGV8B	No	No	No	No	No	No	No
GAS BUS	No	No	No	No	No	No	No

Table 9**Anti-tampering Program Parameters for 2010**

Program Element	DC	MD	VA
Program Start Year	1982	1989	1983
First Model Year	1984	1977	1973
Last Model Year	2050	2050	2050
Program Type	Test Only	Test Only	Test Only
Inspection Frequency	Biennial	Biennial	Biennial
Compliance Rate (%)	96	98	98
Vehicle Types			
LDGV	Yes	Yes	Yes
LDGT1	Yes	Yes	Yes
LDGT2	Yes	Yes	Yes
LDGT3	Yes	Yes	Yes
LDGT4	Yes	Yes	Yes
HDGV2B	Yes	Yes	Yes
HDGV3	Yes	Yes	No
HDGV4	Yes	Yes	No
HDGV5	Yes	Yes	No
HDGV6	Yes	Yes	No
HDGV7	Yes	Yes	No
HDGV8A	Yes	Yes	No
HDGV8B	Yes	Yes	No
GAS BUS	Yes	Yes	No
Inspections Performed			
Air pump system disablement	No	No	Yes
Catalyst removal	Yes	Yes	Yes
Fuel inlet restrictor disablement	Yes	Yes	No
Tailpipe lead deposit test	No	No	No
EGR disablement	No	No	Yes
Evaporative system disablement	No	No	Yes
PCV system disablement	No	No	Yes
Missing gas cap	Yes	Yes	Yes

Table 10

**Summary of Scenarios Modeled in Each MOBILE6 Input File
For Network or Auto Access to Transit Analysis
For ozone season day and annual runs**

Scenario Number	Operating Mode	Facility Type	Average Speed	VMT Fractions	Month\Season Sequence
Ozone\Winter Analysis					
I-65	Stabilized	Arterial\Collectors	I-65 mph	Network or Auto Access	
66-I30	Stabilized	Freeways excluding Ramps	I-65 mph	Network or Auto Access	
I31	Stabilized	Freeway Ramps	34.6 mph	Network or Auto Access	
I32	Cold	Local Roadways	12.9 mph	Network or Auto Access	
I33	Hot	Local Roadways	12.9 mph	Network or Auto Access	
I34	Stabilized	Local Roadways	12.9 mph	Network or Auto Access	
I35-179*	Stabilized	Local Roadways as Arterial	I-45 mph	Local	
Seasonal Analysis					
I-195	Stabilized	Arterial\Collectors	I-65 mph	Network or Auto Access	I-3
196-390	Stabilized	Freeways excluding Ramps	I-65 mph	Network or Auto Access	I-4
391-393	Stabilized	Freeway Ramps	34.6 mph	Network or Auto Access	I-3
394-402	Cold	Local Roadways	12.9 mph	Network or Auto Access	I-3 (for each season, data sequence is as follow: cold, hot, then stabilized)
	Hot	Local Roadways	12.9 mph	Network or Auto Access	
	Stabilized	Local Roadways	12.9 mph	Local or Auto Access	
403-537*	Stabilized	Local Roadways as Arterial	I-45 mph	Local	
Notes: 1. Season: 1 – January thru April; 2 – May thru September; 3 – October thru December 2. * - Applies to network and local road types only.					

Soak Distributions

SOAK DISTRIBUTION

Cold Start Operating Mode

[illegible]

24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00
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24*0.00 24*0.00

Hot Start Operating Mode

SOAK DISTRIBUTION

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24*0.00 24*1.00
24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00 24*0.00
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Table 12

2010 Summer VMT Mix Fractions
For Network Analysis

Vehicle Type	2010 Summer VMT Mix Fractions											
	DC	Maryland Counties					Virginia Counties					
		Calvert	Charles	Frederick	Montgomery	Prince George's	Alexandria	Arlington	Fairfax	Loudoun	Prince William	Stafford
LDV	0.344 1	0.3517	0.3512	0.3419	0.3406	0.3474	0.3434	0.3433	0.3411	0.3418	0.3461	0.3539
LDT1	0.090 7	0.0824	0.0815	0.0863	0.088	0.0851	0.0841	0.088	0.0876	0.0858	0.0843	0.0941
LDT2	0.317 2	0.3139	0.3145	0.3202	0.3205	0.3156	0.3219	0.3198	0.3191	0.3208	0.3169	0.3132
LDT3	0.107 3	0.1089	0.1094	0.1097	0.1101	0.1092	0.1106	0.1089	0.1101	0.1097	0.1099	0.1033
LDT4	0.052 5	0.0548	0.0551	0.0539	0.053	0.0544	0.0521	0.052	0.054	0.0539	0.0546	0.0475
HDV2B	0.028 8	0.0264	0.029	0.0262	0.0272	0.0266	0.0274	0.0294	0.026	0.0262	0.0251	0.0253
HDV3	0.002 9	0.0027	0.003	0.0027	0.0026	0.0026	0.0025	0.003	0.0025	0.0027	0.0027	0.0025
HDV4	0.002 3	0.0019	0.0022	0.0022	0.0022	0.0022	0.0022	0.0024	0.0021	0.0022	0.0021	0.0023
HDV5	0.002 6	0.0023	0.0025	0.0024	0.0025	0.0024	0.0022	0.0024	0.0023	0.0024	0.0023	0.0017
HDV6	0.006 8	0.0078	0.008	0.0073	0.0073	0.0083	0.0082	0.008	0.0071	0.0072	0.0071	0.0064
HDV7	0.006 8	0.0048	0.0064	0.0056	0.0059	0.0059	0.0048	0.0051	0.0056	0.0056	0.0059	0.0076
HDV8A	0.009 5	0.007	0.0083	0.0073	0.0071	0.0083	0.0074	0.0092	0.0075	0.0073	0.0075	0.0083
HDV8B	0.023 6	0.0305	0.024	0.0297	0.0285	0.027	0.0286	0.0238	0.0304	0.0298	0.0306	0.0292
HDBS	0	0	0	0	0	0	0	0	0	0	0	0
HDBT	0	0	0	0	0	0	0	0	0	0	0	0
MC	0.004 9	0.0049	0.0049	0.0046	0.0045	0.005	0.0046	0.0047	0.0046	0.0046	0.0049	0.0047

Table 13

**2010 Summer VMT Mix Fractions
For Local Analysis**

Vehicle Type	2010 Summer VMT Mix Fractions											
	DC	Maryland Counties					Virginia Counties					
		Calvert	Charles	Frederick	Montgomery	Prince George's	Alexandria	Arlington	Fairfax	Loudoun	Prince William	Stafford
LDV	0.3685	0.3767	0.3762	0.3662	0.3648	0.3721	0.3678	0.3677	0.3654	0.3661	0.3707	0.379
LDT1	0.0972	0.0882	0.0873	0.0925	0.0942	0.0911	0.0901	0.0943	0.0939	0.0919	0.0902	0.1008
LDT2	0.3398	0.3362	0.3368	0.3429	0.3433	0.3381	0.3448	0.3425	0.3418	0.3436	0.3394	0.3355
LDT3	0.1149	0.1167	0.1172	0.1175	0.118	0.1169	0.1185	0.1166	0.118	0.1175	0.1178	0.1106
LDT4	0.0562	0.0587	0.059	0.0577	0.0567	0.0583	0.0558	0.0557	0.0578	0.0577	0.0585	0.0509
HDV2B	0.0063	0.0058	0.0063	0.0057	0.0059	0.0058	0.0060	0.0064	0.0057	0.0057	0.0055	0.0055
HDV3	0.0006	0.0006	0.0007	0.0006	0.0006	0.0006	0.0005	0.0007	0.0005	0.0006	0.0006	0.0006
HDV4	0.0005	0.0004	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0004	0.0005
HDV5	0.0006	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0005	0.0004
HDV6	0.0015	0.0017	0.0017	0.0016	0.0016	0.0018	0.0018	0.0017	0.0016	0.0016	0.0016	0.0014
HDV7	0.0015	0.0011	0.0014	0.0012	0.0013	0.0013	0.0010	0.0011	0.0012	0.0012	0.0013	0.0016
HDV8A	0.0021	0.0015	0.0018	0.0016	0.0015	0.0018	0.0006	0.002	0.0016	0.0016	0.0016	0.0018
HDV8B	0.005	0.0066	0.0053	0.0065	0.0062	0.0059	0.002	0.0053	0.0065	0.0065	0.0067	0.0063
HDBS	0	0	0	0	0	0	0	0	0	0	0	0
HDBT	0	0	0	0	0	0	0	0	0	0	0	0
MC	0.0053	0.0053	0.0053	0.005	0.0049	0.0053	0.0049	0.005	0.005	0.005	0.0052	0.0051

Table 14

**2010 Summer VMT Mix Fractions
For Auto Access to Transit Analysis**

Vehicle Type	2010 Summer VMT Mix Fractions											
	DC	Maryland Counties					Virginia Counties					
		Calvert	Charles	Frederick	Montgomery	Prince George's	Alexandria	Arlington	Fairfax	Loudoun	Prince William	Stafford
LDV	0.3754	0.3837	0.3831	0.373	0.3715	0.3789	0.3746	0.3745	0.3721	0.3729	0.3775	0.386
LDT1	0.099	0.0899	0.089	0.0942	0.096	0.0928	0.0918	0.096	0.0956	0.0936	0.0919	0.1026
LDT2	0.3461	0.3424	0.3431	0.3493	0.3496	0.3443	0.3512	0.3489	0.3482	0.3499	0.3457	0.3417
LDT3	0.117	0.1188	0.1194	0.1197	0.1201	0.1191	0.1207	0.1188	0.1202	0.1197	0.1199	0.1127
LDT4	0.0571	0.0598	0.06	0.0587	0.0578	0.0595	0.0567	0.0567	0.0588	0.0588	0.0597	0.0518
HDV2B	0	0	0	0	0	0	0	0	0	0	0	0
HDV3	0	0	0	0	0	0	0	0	0	0	0	0
HDV4	0	0	0	0	0	0	0	0	0	0	0	0
HDV5	0	0	0	0	0	0	0	0	0	0	0	0
HDV6	0	0	0	0	0	0	0	0	0	0	0	0
HDV7	0	0	0	0	0	0	0	0	0	0	0	0
HDV8A	0	0	0	0	0	0	0	0	0	0	0	0
HDV8B	0	0	0	0	0	0	0	0	0	0	0	0
HDBS	0	0	0	0	0	0	0	0	0	0	0	0
HDBT	0	0	0	0	0	0	0	0	0	0	0	0
MC	0.0054	0.0054	0.0054	0.0051	0.005	0.0054	0.005	0.0051	0.0051	0.0051	0.0053	0.0052

Table 15**2010 VMT Mix Fractions
For School Bus and Transit Bus Analysis**

Vehicle Type	VMT Mix Fractions	
	School Bus	Transit Bus
LDV	0.0000	0.0000
LDT1	0.0000	0.0000
LDT2	0.0000	0.0000
LDT3	0.0000	0.0000
LDT4	0.0000	0.0000
HDV2B	0.0000	0.0000
HDV3	0.0000	0.0000
HDV4	0.0000	0.0000
HDV5	0.0000	0.0000
HDV6	0.0000	0.0000
HDV7	0.0000	0.0000
HDV8A	0.0000	0.0000
HDV8B	0.0000	0.0000
HDBS	1.0000	0.0000
HDBT	0.0000	1.0000
MC	0.0000	0.0000

Table 16

**Summary of Scenarios Modeled in Each MOBILE6 Input File
For School Bus or Transit Bus Analysis**

Scenario Number	Operating Mode	Facility Type	Speed
1-65	Stabilized	Arterial/Collectors	1-65 mph
66	Stabilized	Freeway Ramps	34.6 mph
67	Stabilized	Local Road	12.9 mph

Table 17a

**Hourly Temperatures and Humidity Values and Barometric Pressure
Season 1**

Hour	Temp	DPT	Cal. RH	NCDC RH	Station Pressure
1	39.8	29.5	66.5	69.1	29.9
2	39.0	29.3	68.0	70.2	29.9
3	38.2	29.1	69.3	71.5	29.9
4	37.6	29.1	71.0	72.8	29.9
5	37.2	29.0	72.0	73.9	29.9
6	36.9	28.9	72.4	74.3	29.9
7	37.4	29.1	71.7	73.7	29.9
8	38.9	29.3	68.2	70.7	29.9
9	41.2	29.7	63.4	66.3	29.9
10	43.4	29.7	58.1	61.2	29.9
11	45.5	29.9	54.2	57.8	29.9
12	47.2	30.0	50.7	54.7	29.9
13	48.6	29.9	48.1	52.4	29.9
14	49.7	30.1	46.5	51.1	29.8
15	50.2	30.0	45.5	50.3	29.8
16	50.2	30.0	45.5	50.4	29.8
17	49.3	30.0	47.1	51.7	29.8
18	47.5	29.8	49.9	54.3	29.8
19	45.8	29.8	53.4	57.2	29.9
20	44.3	30.0	56.9	60.3	29.9
21	43.1	30.0	59.4	62.5	29.9
22	42.3	29.7	60.8	63.9	29.9
23	41.4	29.8	63.0	65.8	29.9
24	40.6	29.8	65.0	67.6	29.9

Table 17b
Season 2

Hour	Temp	DPT	Cal. RH	NCDC RH	Station Pressure
1	67.3	61.9	82.5	83.5	29.8
2	66.6	61.5	83.5	84.5	29.8
3	66.2	61.4	84.3	85.5	29.8
4	65.8	61.1	84.7	86.2	29.8
5	65.3	60.9	85.5	86.6	29.8
6	65.7	61.1	85.1	85.9	29.8
7	67.6	61.7	81.0	82.3	29.8
8	69.9	62.2	76.0	77.2	29.9
9	72.3	62.3	70.4	72.2	29.9
10	74.5	62.2	65.1	67.3	29.9
11	76.3	62.0	60.6	63.1	29.8
12	77.9	62.0	57.6	60.1	29.8
13	78.9	61.8	55.2	57.8	29.8
14	79.5	61.6	53.6	56.7	29.8
15	79.5	61.6	53.6	56.9	29.8
16	79.1	61.7	54.5	57.6	29.8
17	78.4	61.7	55.9	59.2	29.8
18	76.9	61.8	59.2	62.1	29.8
19	74.7	62.0	64.2	66.8	29.8
20	72.5	62.3	69.8	71.8	29.8
21	71.2	62.5	73.5	75.6	29.8
22	69.9	62.4	76.7	78.7	29.8
23	68.9	62.3	79.2	80.6	29.8
24	68.0	62.1	81.1	82.2	29.8

Table 17c
Season 3

Hour	Temp	DPT	Cal. RH	NCDC RH	Station Pressure
1	44.61	37.50	75.82	77.56	29.87
2	44.06	37.28	76.78	78.44	29.87
3	43.56	37.22	78.10	79.39	29.87
4	43.17	36.83	78.07	80.33	29.87
5	42.67	36.67	79.07	80.28	29.88
6	42.44	36.39	78.88	80.56	29.88
7	42.56	36.44	78.71	80.39	29.89
8	43.89	37.22	77.10	78.89	29.90
9	46.33	37.72	71.61	73.61	29.91
10	48.83	38.00	65.85	68.22	29.91
11	50.67	37.72	60.79	63.33	29.90
12	52.39	37.56	56.63	59.78	29.88
13	53.56	37.39	53.87	57.17	29.86
14	54.22	37.44	52.68	56.28	29.85
15	54.33	37.50	52.57	56.22	29.84
16	53.72	37.56	53.89	57.56	29.84
17	52.00	37.44	57.20	60.44	29.85
18	50.11	37.56	61.66	64.56	29.86
19	48.78	37.67	65.12	67.83	29.87
20	47.72	37.56	67.48	70.06	29.87
21	46.94	37.89	70.42	72.44	29.88
22	46.33	37.72	71.61	74.00	29.88
23	45.56	37.61	73.44	75.50	29.88
24	45.00	37.56	74.86	76.56	29.88

Table 18

Fuel Parameters

	DC			MD			MD Non-RFG	VA Diesel			VA Non-RFG
	Gas S	Diesel S	RVP	Gas S	Diesel S	RVP	RVP	Gas S	S	RVP	RVP
Season 1	197.0	325.0	10.2	279.0	480.5	12.4	12.4	279.0	337.0	12.9	12.9
Season 2/OS	159.0	327.8	6.8	129.0	476.0	6.9	7.9	129.0	351.8	6.7	8.4
Season 3	196.2	325.3	10.1	279.0	481.3	11.2	11.2	279.0	339.3	12.9	12.9
Ether Oxy. Content (% by wt)			Ether Market Share (%)			Ethanol Oxy. Content (% by wt.)			Ethanol Market Share (%)		
		1.5			70.0			3.5		30.0	
		2.1			100.0			0.0		0.0	
		1.5			70.0			3.5		30.0	

APPENDIX E

Documentation of Mobile Source Emission Calculations (post-processor)

MEMORANDUM

TO: Files

FROM: Ronald Milone

DATE: December 13, 2007

SUBJECT: Notes on the Mobile Source Emissions Development
Air Quality Conformity Determination of the 2007 CLRP & 2008-2013 TIP

The mobile emissions post-processor is the same as that described in the earlier documentation¹, except for a few small modifications listed below.

- The input file to the Pre_Local.S script containing base-year estimates of county level urban and rural VMT (Base_Juris_VMT.txt) was updated. The prior file was based on year 2000 information. The file was updated to reflect 2002 data.
- Modifications were made to the standard batch file and TP+ scripting in order to facilitate the creation of technical documentation. An added environment variable (_NATTJDX_) to the batch files (Emiss.bat and 3_Season_Emiss.bat) was added to enable the user to define the standard jurisdiction numbers (1-27) to used in final emission reporting (e.g., those jurisdictions comprising the non-attainment area. The emission calculation scripts (Running.S, Strt_Skr.S, and Local.S) were modified so that text files containing basic summaries would be generated. An additional script was added (Report.S) to read the summary files and to combine them into a single summary file.

Flowcharts depicting the single season and three/season post-processor procedures are shown on Figures 1 and 2, respectively.

¹ See the 9/19/06 memorandum from Milone to files on the subject: Mobile Emissions Post-Processor Description and Results, which described the post –processor used in the TPB’s Air Quality Conformity Determination of the 2006 CLRP and the FY2007-2012 TIP.

Figure 1: Post – Processor Flowchart – Single Season Process

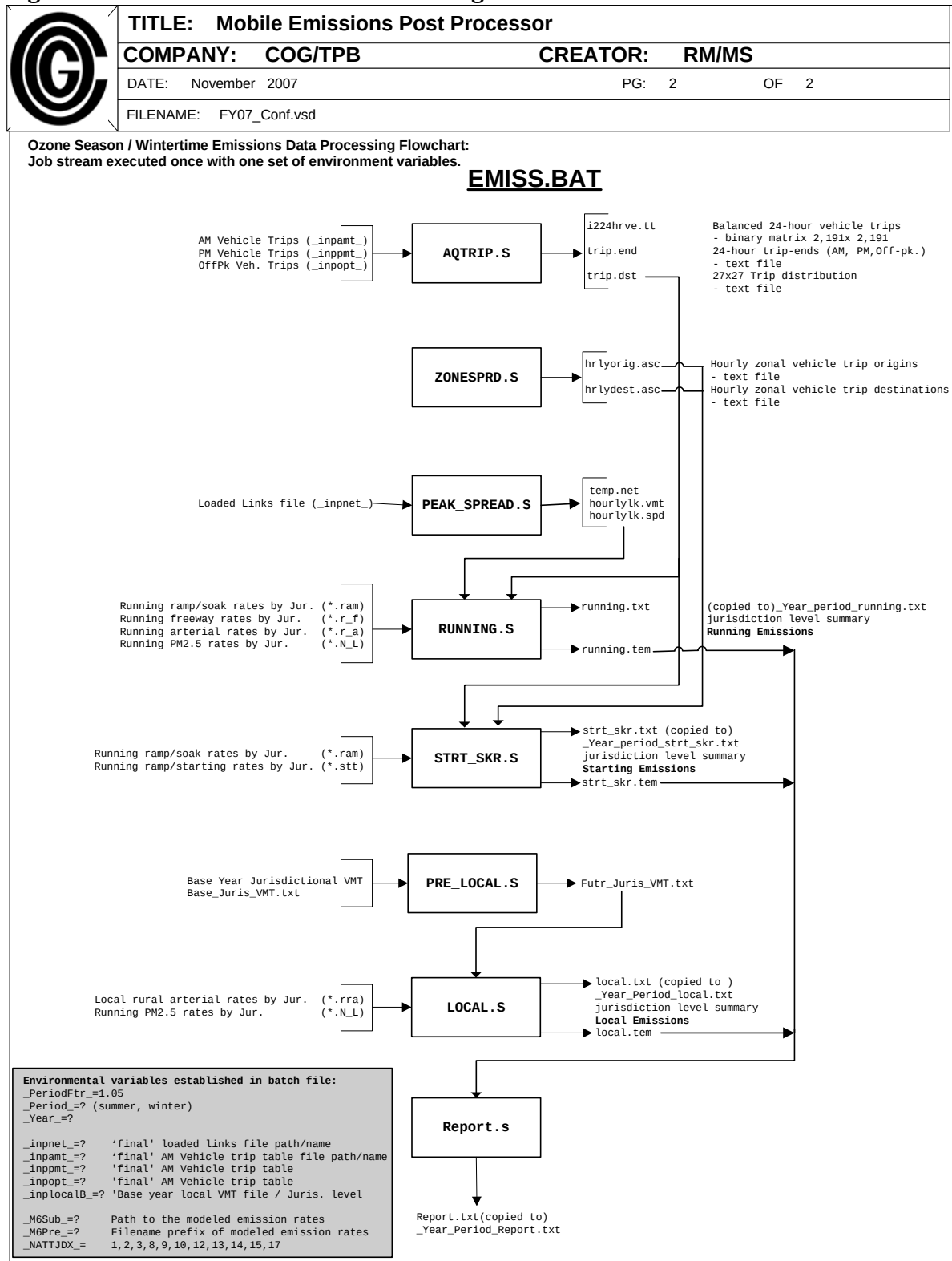
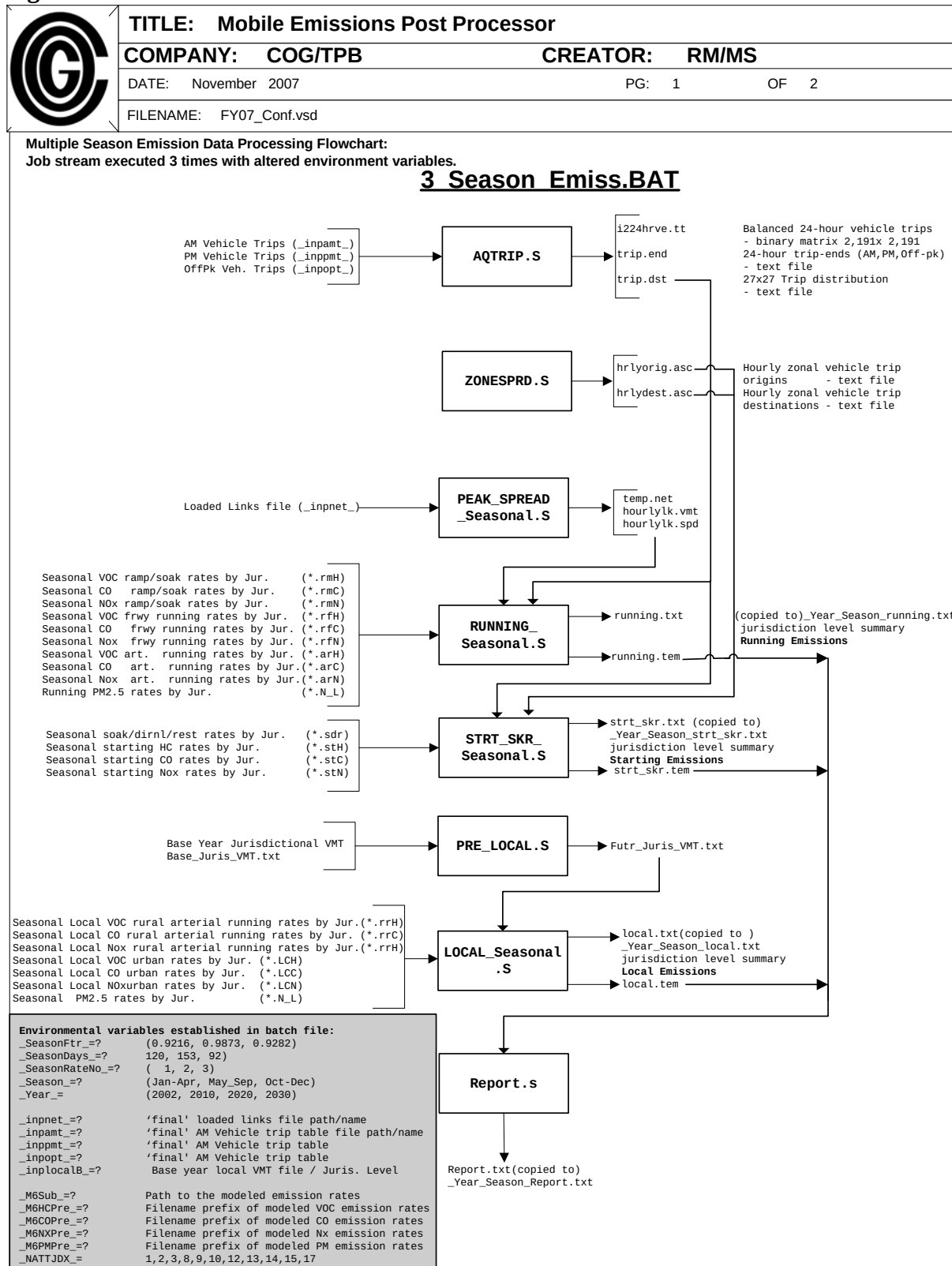


Figure 2: Post – Processor Flowchart – Three-Season Process



MEMORANDUM

TO: Files

FROM: Ronald Milone

DATE: September 19, 2006

SUBJECT: Mobile Emissions Post-Processor Description and Results

1.0 Introduction

This memorandum describes the mobile emissions post-processor used to support the Air Quality Conformity Determination of the 2006 CLRP and the FY2007-2012 TIP. The post-processor is a series of TP+ scripts that are used to calculate regional mobile source emissions. The emissions are developed on the basis of travel demand information produced by the regional travel demand model and emission rates produced from the EPA mandated Mobile model. The TPB's currently adopted travel model is known as the Version 2.1 D Draft #50 (September 2006). The current Mobile program is version 6.2.03 (September 2003). The post-processor computes mobile emissions in terms of volatile organic compounds (VOC/HC), carbon monoxide (CO), oxides of nitrogen (NO_x), and fine particulates (PM_{2.5}) which include NO_x precursors. The post-processor computes average *daily* VOC, CO, and NO_x emissions for both wintertime and summer seasons. It is also used to compute *annual* NO_x precursor and PM_{2.5} emissions.

The post-processor computes mobile emissions attributable to *modeled* trips and VMT. It is also used to compute emissions of local, or off-network, traffic. These account for most, but not all, of mobile emissions that occur on a given day. Other off-network sources include vehicle-related (diurnal and resting loss) emissions as well as emissions relating to buses, and park-and-ride travel, which are computed using off-line procedures. These types of emission calculations are not addressed in this memorandum.

2.0 Post-Processor Overview

Mobile emissions are computed essentially by multiplying a unit of travel, as produced by the travel demand model, by an associated emission rate, as developed by the Mobile 6 model. The TPB emissions forecasts are based on computations for each stage of the trip cycle. In other words, *per trip* rates are developed to compute starting and soaking emissions, while *per mile* rates are developed to compute hot-stabilized (or running) emissions. Table 1 shows greater detail regarding the generalized emission calculation by trip cycle and pollutant. It is important to note that the emission rates are developed for specific seasons because weather conditions are important factors used in the emissions model. Since the regional travel demand model develops forecasts in terms of average annual weekday (AAWDT) conditions, seasonal factors are applied to the travel model data to be consistent with the seasonal emissions rate. Table 2 shows the conversion factors, which were developed based on local permanent count data. Seasonal adjustments are currently applied only to network link VMT. At present, there are no such

conversion factors applied to modeled vehicle trips which are used to develop starting or soak emissions.

Table 1: Summary of Mobile Emissions Calculation by Emission Type and Pollutant

Emission Type	Pollutant	Emission Rate Description	Travel Unit Description	How Emissions are Computed
Running/ On-Network	VOC CO NO _x	gm/mile, by jurisdiction, facility type and speed	Vehicle miles	Emission rate * travel unit, computed at network link level, by hour of day
	PM2.5	gm/mile, by jurisdiction	vehicle miles	Emission rate * travel unit, computed at network link level
Start-Up	VOC CO NO _x	gm/trip, by jurisdiction and engine condition (hot/cold)	Vehicle starts	Emission rate * travel unit, computed at TAZ level, by hour of day
Soak	VOC	gm/trip, by jurisdiction	Vehicle stops	Emission rate * travel unit, computed at TAZ level
Running / Local (Off-Network)	VOC CO NO _x	gm/mile, by jurisdiction in urbanized areas; by jurisdiction and speed in rural areas	vehicle miles	Emission rate * travel unit, computed at jurisdiction level, stratified by urban and rural areas; rural areas are further stratified by speed ranges
	PM2.5	gm/mile, by jurisdiction	vehicle miles	Emission rate * travel unit, Computed at jurisdiction level

Table 2: Conversion Factors for Converting AAWDT to Seasonal Travel

Analysis Period	Pollutants Analyzed	Duration of Seasonal Period	Conversion Factor Applied to AAWDT	Result of Conversion
Summer / Ozone Season	VOC NO _x	May to September	1.05	Seasonal AAWDT
Wintertime Season	CO	December to February	0.97	Seasonal AAWDT
Annual Total (sum of 3 seasons)	PM2.5 NO _x precursor	January to April	0.92	Seasonal ADT
		May to September	0.99	Seasonal ADT
		October to December	0.93	Seasonal ADT

Table 2 also indicates the key pollutants of interest in the Washington, D.C. region vary by season. VOC and NO_x emissions are most severe during the summer season while CO emissions are highest during the winter. PM 2.5 and NO_x precursor emissions are developed as annualized figures based on the sum of three separate seasonal computations.

3.0 Mobile 6 Rates

Table 1 indicates that the emission rates are developed on a jurisdictional basis. This is done because many parameters used the Mobile 6 model vary by location, for example, inspection and maintenance programs, vehicle fleet mix, etc. Emission rates are currently prepared for 16 individual jurisdictions which are listed in Table 3. These include jurisdictions both in and around the non-attainment area. The table indicates that the 16 sets of modeled emission rates

are ultimately applied to reflect 27 jurisdictions (or external stations) using ‘nearest-neighbor’ assumptions.

Table 3: Jurisdictional Emission Areas

Emission Area System Number	Jurisdiction / External Area	MSA Member Yes/No	Mobile Rates Modeled/Borrowed
1	Washington, DC	Yes	Modeled
2	Montgomery County	Yes	Modeled
3	Prince George’s County	Yes	Modeled
4	Howard County	No	Borrowed (Prince George’s Co.)
5	Anne Arundel County	No	Borrowed (Prince George’s Co.)
6	Carroll County	No	Borrowed (Prince George’s Co.)
7	Baltimore Area Externals	No	Borrowed (Prince George’s Co.)
8	Calvert County	Yes	Modeled
9	Charles County	Yes	Modeled
10	Frederick County	Yes	Modeled
11	Frederick Co. Externals	No	Borrowed (Frederick Co.)
12	Arlington	Yes	Modeled
13	Fairfax County	Yes	Modeled
14	Loudoun County	Yes	Modeled
15	Prince William County	Yes	Modeled
16	Stafford County	Yes	Modeled
17	City of Alexandria	Yes	Modeled
18	St. Mary’s County	No	Modeled
19	Washington Co. Externals	No	Modeled
20	Clarke County	No	Modeled
21	Fauquier County	No	Borrowed (Clarke Co.)
22	Jefferson Co, WVA	No	Borrowed (Clarke Co.)
23	Western External Area	No	Borrowed (Clarke Co.)
24	Spotsylvania County	No	Modeled
25	King George County	No	Borrowed (Spotsylvania Co.)
26	City of Fredericksburg	No	Borrowed (Spotsylvania Co.)
27	Southern External Area	No	Borrowed (Spotsylvania Co.)

Table 1 also indicates that, beyond jurisdictional considerations, the running emission rates are further specified by facility and speed, and starting emissions are further segmented by ‘hot’ and ‘cold’ engine conditions. In all, 179 Mobile model executions are prepared for each jurisdiction, for given season. These executions are currently run in batch. The sequence of scenarios generated by the batch of Mobile 6 executions is shown on Table 4. Each scenario represents a unique condition pertaining to the vehicle operating mode, facility type, and speed. Because annualized emissions are desired for the PM2.5 pollutant, the generation of Mobile rates procedures is expanded to reflect multiple seasons. Annualized NOx and PM2.5 emissions are currently developed on the basis of three seasonal periods. The associated Mobile 6 scenarios that are batched together for three seasons are listed shown on Table 5. Three utility programs have been developed to read the Mobile 6 output rate listings and create emission rate files that are readable by the TP+ scripts. These programs are named:

- | | |
|-----------------------|--------------------------------------|
| 1) M6RATES.EXE | (single season / VOC, CO, NOx rates) |
| 2) M6RATES_3S_HCN.EXE | (three-season VOC, CO, NOx rates) |
| 3) M6RATES_3S_PM.EXE | (three-season PM 2.5 rates) |

Table 4: Sequence of Mobile Scenarios Generated for a Single Season

MOBILE6 ‘Scenarios’	Operating Mode	Facility Type	Speed Specifications
1- 65	Stabilized	Arterial	1 to 65 mph in 1 mph increments
66-130	Stabilized	Freeway, Non-Ramp	1 to 65 mph in 1 mph increments
131	Stabilized	Freeway Ramp	Single speed / 35.0 mph
132	Cold	Local	Single speed / 12.9 mph
133	Hot	Local	Single speed / 12.9 mph
134	Stabilized	Local	Single speed / 12.9 mph
135-179	Stabilized	Arterial(w/ Rural VMT Mix)	1 to 45 mph in 1 mph increments

Table 5: Sequence of Mobile Scenarios Generated for Three Seasons

MOBILE6 ‘Scenarios’	Season	Op. Mode	Facility Type	Speed Specifications
1- 65	Jan-Apr	Stabilized	Arterial	1 to 65 mph in 1 mph increments
66-130		Stabilized	Freeway, Non-Ramp	1 to 65 mph in 1 mph increments
131		Stabilized	Freeway Ramp	Single speed / 35.0 mph
132		Cold	Local	Single speed / 12.9 mph
133		Hot	Local	Single speed / 12.9 mph
134		Stabilized	Local	Single speed / 12.9 mph
135-179		Stabilized	Arterial(w/ Rural VMT Mix)	1 to 45 mph in 1 mph increments
180- 244	May-Sep	Stabilized	Arterial	1 to 65 mph in 1 mph increments
245-309		Stabilized	Freeway, Non-Ramp	1 to 65 mph in 1 mph increments
310		Stabilized	Freeway Ramp	Single speed / 35.0 mph
311		Cold	Local	Single speed / 12.9 mph
312		Hot	Local	Single speed / 12.9 mph
313		Stabilized	Local	Single speed / 12.9 mph
314-358		Stabilized	Arterial(w/ Rural VMT Mix)	1 to 45 mph in 1 mph increments
359-423	Oct-Dec	Stabilized	Arterial	1 to 65 mph in 1 mph increments
424-488		Stabilized	Freeway, Non-Ramp	1 to 65 mph in 1 mph increments
489		Stabilized	Freeway Ramp	Single speed / 35.0 mph
490		Cold	Local	Single speed / 12.9 mph
491		Hot	Local	Single speed / 12.9 mph
492		Stabilized	Local	Single speed / 12.9 mph
493-537		Stabilized	Arterial(w/ Rural VMT Mix)	1 to 45 mph in 1 mph increments

The final emission rate files used in single-season post-processor runs and three-season post-processor runs are shown on Tables 5 and 6 respectively. The tables indicate the filename convention used for a given post-processor run. The first characters of the file name are user specified, but the end-characters of the name are standardized. Table 5 indicates that 96 rate files are used in a single-season run, while 320 rate files are used in three season post-processor runs.

Table 6: Listing of Emission Rate Filenames Prepared for the Post-Processor / Single-Season Post-Processor

Jurisdiction	Running Arterial Rates <i>VOC, CO, Nx Rates by speed</i>	Running Freeway Rates <i>VOC, CO, Nx Rates by speed</i>	Running Freeway Ramp Rates <i>VOC, CO, Nx Rates @ 35 mph</i>	Starting (Hot/Cold) Rates <i>Hot VOC, CO, Nox / Cold VOC, CO, Nox Rates</i>	Running Local Rates <i>VOC, CO, Nox Rates @ 12.9 mph</i>	Running Local -Rural Arterial Rates <i>VOC, CO, Nx Rates by speed</i>
Alexandria	<prefix>AL.r_a	<prefix>AL.r_f	<prefix>AL.ram	<prefix>AL.stt	<prefix>AL.lcl	<prefix>AL.r_r
Arlington	<prefix>AR.r_a	<prefix>AR.r_f	<prefix>AR.ram	<prefix>AR.stt	<prefix>AR.lcl	<prefix>AR.r_r
Calvert	<prefix>CA.r_a	<prefix>CA.r_f	<prefix>CA.ram	<prefix>CA.stt	<prefix>CA.lcl	<prefix>CA.r_r
Charles	<prefix>CH.r_a	<prefix>CH.r_f	<prefix>CH.ram	<prefix>CH.stt	<prefix>CH.lcl	<prefix>CH.r_r
Calvert	<prefix>CL.r_a	<prefix>CL.r_f	<prefix>CL.ram	<prefix>CL.stt	<prefix>CL.lcl	<prefix>CL.r_r
DC	<prefix>DC.r_a	<prefix>DC.r_f	<prefix>DC.ram	<prefix>DC.stt	<prefix>DC.lcl	<prefix>DC.r_r
Frederick	<prefix>FR.r_a	<prefix>FR.r_f	<prefix>FR.ram	<prefix>FR.stt	<prefix>FR.lcl	<prefix>FR.r_r
Fairfax	<prefix>FX.r_a	<prefix>FX.r_f	<prefix>FX.ram	<prefix>FX.stt	<prefix>FX.lcl	<prefix>FX.r_r
Loudoun	<prefix>LD.r_a	<prefix>LD.r_f	<prefix>LD.ram	<prefix>LD.stt	<prefix>LD.lcl	<prefix>LD.r_r
Montgomery	<prefix>MC.r_a	<prefix>MC.r_f	<prefix>MC.ram	<prefix>MC.stt	<prefix>MC.lcl	<prefix>MC.r_r
Pr. George's	<prefix>PG.r_a	<prefix>PG.r_f	<prefix>PG.ram	<prefix>PG.stt	<prefix>PG.lcl	<prefix>PG.r_r
Pr. William	<prefix>PW.r_a	<prefix>PW.r_f	<prefix>PW.ram	<prefix>PW.stt	<prefix>PW.lcl	<prefix>PW.r_r
St. Mary's	<prefix>SM.r_a	<prefix>SM.r_f	<prefix>SM.ram	<prefix>SM.stt	<prefix>SM.lcl	<prefix>SM.r_r
Sprotsylvania	<prefix>SP.r_a	<prefix>SP.r_f	<prefix>SP.ram	<prefix>SP.stt	<prefix>SP.lcl	<prefix>SP.r_r
Stafford	<prefix>ST.r_a	<prefix>ST.r_f	<prefix>ST.ram	<prefix>ST.stt	<prefix>ST.lcl	<prefix>ST.r_r
Washington Co	<prefix>WE.r_a	<prefix>WE.r_f	<prefix>WE.ram	<prefix>WE.stt	<prefix>WE.lcl	<prefix>WE.r_r

Table 7: Listing of Emission Rate Filenames Prepared for the Post-Processor / Three – Season Post-Processor

Running Arterial Rates		Running Freeway Rates	Running Freeway Ramp Rates	Starting (Hot/Cold) Rates	Running Local Rates	Running Local -Rural Arterial Rates				
Pollutant	Jurisdiction	Seasonal Rates by speed	Seasonal Rates by speed	Seasonal Rates @ 35 mph speed	Seasonal Hot/Cold Rates	Seasonal Rates @ 12.9 mph speed	Seasonal Rates by speed	Pollutant	Jurisdiction	Seasonal PM 2.5 Network and Local Rates
CO	Alexandria	<prefix>COAL.arc	<prefix>COAL.frc	<prefix>COAL.rmc	<prefix>COAL.stc	<prefix>COAL.lcC	<prefix>COAL.rrc	PM 2.5 Seasonal Network / Seasonal Local	Alexandria	<prefix>pmAL.N_L
	Arlington	<prefix>COAR.arc	<prefix>COAR.frc	<prefix>COAR.rmc	<prefix>COAR.stc	<prefix>COAR.lcC	<prefix>COAR.rrc		Arlington	<prefix>pmAR.N_L
	Calvert	<prefix>COCA.arc	<prefix>COCA.frc	<prefix>COCA.rmc	<prefix>COCA.stc	<prefix>COCA.lcC	<prefix>COCA.rrc		Calvert	<prefix>pmCA.N_L
	Charles	<prefix>COCH.arc	<prefix>COCH.frc	<prefix>COCH.rmc	<prefix>COCH.stc	<prefix>COCH.lcC	<prefix>COCH.rrc		Charles	<prefix>pmCH.N_L
	Calvert	<prefix>COCL.arc	<prefix>COCL.frc	<prefix>COCL.rmc	<prefix>COCL.stc	<prefix>COCL.lcC	<prefix>COCL.rrc		Calvert	<prefix>pmCL.N_L
	DC	<prefix>CODO.arc	<prefix>CODO.frc	<prefix>CODO.rmc	<prefix>CODO.stc	<prefix>CODO.lcC	<prefix>CODO.rrc		DC	<prefix>pmDC.N_L
	Frederick	<prefix>COFR.arc	<prefix>COFR.frc	<prefix>COFR.rmc	<prefix>COFR.stc	<prefix>COFR.lcC	<prefix>COFR.rrc		Frederick	<prefix>pmFR.N_L
	Fairfax	<prefix>COFX.arc	<prefix>COFX.frc	<prefix>COFX.rmc	<prefix>COFX.stc	<prefix>COFX.lcC	<prefix>COFX.rrc		Fairfax	<prefix>pmFX.N_L
	Loudoun	<prefix>COLD.arc	<prefix>COLD.frc	<prefix>COLD.rmc	<prefix>COLD.stc	<prefix>COLD.lcC	<prefix>COLD.rrc		Loudoun	<prefix>pmLD.N_L
	Montgomery	<prefix>COMC.arc	<prefix>COMC.frc	<prefix>COMC.rmc	<prefix>COMC.stc	<prefix>COMC.lcC	<prefix>COMC.rrc		Montgomery	<prefix>pmMC.N_L
	Pr. George's	<prefix>COPG.arc	<prefix>COPG.frc	<prefix>COPG.rmc	<prefix>COPG.stc	<prefix>COPG.lcC	<prefix>COPG.rrc		Pr. George's	<prefix>pmPG.N_L
	Pr. William	<prefix>COPW.arc	<prefix>COPW.frc	<prefix>COPW.rmc	<prefix>COPW.stc	<prefix>COPW.lcC	<prefix>COPW.rrc		Pr. William	<prefix>pmPW.N_L
	St. Mary's	<prefix>COSM.arc	<prefix>COSM.frc	<prefix>COSM.rmc	<prefix>COSM.stc	<prefix>COSM.lcC	<prefix>COSM.rrc		St. Mary's	<prefix>pmSM.N_L
	Sprotsylvania	<prefix>COSP.arc	<prefix>COSP.frc	<prefix>COSP.rmc	<prefix>COSP.stc	<prefix>COSP.lcC	<prefix>COSP.rrc		Sprotsylvania	<prefix>pmSP.N_L
	Stafford	<prefix>COST.arc	<prefix>COST.frc	<prefix>COST.rmc	<prefix>COST.stc	<prefix>COST.lcC	<prefix>COST.rrc		Stafford	<prefix>pmST.N_L
	Washington Co	<prefix>COWE.arc	<prefix>COWE.frc	<prefix>COWE.rmc	<prefix>COWE.stc	<prefix>COWE.lcC	<prefix>COWE.rrc		Washington Co	<prefix>pmWE.N_L
VOC	Alexandria	<prefix>HCAL.arH	<prefix>HCAL.frH	<prefix>HCAL.rmH	<prefix>HCAL.stH	<prefix>HCAL.lcH	<prefix>HCAL.rrH			
	Arlington	<prefix>HCAR.arH	<prefix>HCAR.frH	<prefix>HCAR.rmH	<prefix>HCAR.stH	<prefix>HCAR.lcH	<prefix>HCAR.rrH			
	Calvert	<prefix>HCCA.arH	<prefix>HCCA.frH	<prefix>HCCA.rmH	<prefix>HCCA.stH	<prefix>HCCA.lcH	<prefix>HCCA.rrH			
	Charles	<prefix>HCCH.arH	<prefix>HCCH.frH	<prefix>HCCH.rmH	<prefix>HCCH.stH	<prefix>HCCH.lcH	<prefix>HCCH.rrH			
	Calvert	<prefix>HCCL.arH	<prefix>HCCL.frH	<prefix>HCCL.rmH	<prefix>HCCL.stH	<prefix>HCCL.lcH	<prefix>HCCL.rrH			
	DC	<prefix>HCDC.arH	<prefix>HCDC.frH	<prefix>HCDC.rmH	<prefix>HCDC.stH	<prefix>HCDC.lcH	<prefix>HCDC.rrH			
	Frederick	<prefix>HCFR.arH	<prefix>HCFR.frH	<prefix>HCFR.rmH	<prefix>HCFR.stH	<prefix>HCFR.lcH	<prefix>HCFR.rrH			
	Fairfax	<prefix>HCFX.arH	<prefix>HCFX.frH	<prefix>HCFX.rmH	<prefix>HCFX.stH	<prefix>HCFX.lcH	<prefix>HCFX.rrH			
	Loudoun	<prefix>HCLD.arH	<prefix>HCLD.frH	<prefix>HCLD.rmH	<prefix>HCLD.stH	<prefix>HCLD.lcH	<prefix>HCLD.rrH			
	Montgomery	<prefix>HCMC.arH	<prefix>HCMC.frH	<prefix>HCMC.rmH	<prefix>HCMC.stH	<prefix>HCMC.lcH	<prefix>HCMC.rrH			
	Pr. George's	<prefix>HCPG.arH	<prefix>HCPG.frH	<prefix>HCPG.rmH	<prefix>HCPG.stH	<prefix>HCPG.lcH	<prefix>HCPG.rrH			
	Pr. William	<prefix>HCPW.arH	<prefix>HCPW.frH	<prefix>HCPW.rmH	<prefix>HCPW.stH	<prefix>HCPW.lcH	<prefix>HCPW.rrH			
	St. Mary's	<prefix>HCSM.arH	<prefix>HCSM.frH	<prefix>HCSM.rmH	<prefix>HCSM.stH	<prefix>HCSM.lcH	<prefix>HCSM.rrH			
	Sprotsylvania	<prefix>HCSP.arH	<prefix>HCSP.frH	<prefix>HCSP.rmH	<prefix>HCSP.stH	<prefix>HCSP.lcH	<prefix>HCSP.rrH			
	Stafford	<prefix>HCST.arH	<prefix>HCST.frH	<prefix>HCST.rmH	<prefix>HCST.stH	<prefix>HCST.lcH	<prefix>HCST.rrH			
	Washington Co	<prefix>HCWE.arH	<prefix>HCWE.frH	<prefix>HCWE.rmH	<prefix>HCWE.stH	<prefix>HCWE.lcH	<prefix>HCWE.rrH			
NOx	Alexandria	<prefix>NXAL.arN	<prefix>NXAL.frN	<prefix>NXAL.rmN	<prefix>NXAL.stN	<prefix>NXAL.lcN	<prefix>NXAL.rrN			
	Arlington	<prefix>NXAR.arN	<prefix>NXAR.frN	<prefix>NXAR.rmN	<prefix>NXAR.stN	<prefix>NXAR.lcN	<prefix>NXAR.rrN			
	Calvert	<prefix>NXCA.arN	<prefix>NXCA.frN	<prefix>NXCA.rmN	<prefix>NXCA.stN	<prefix>NXCA.lcN	<prefix>NXCA.rrN			
	Charles	<prefix>NXCH.arN	<prefix>NXCH.frN	<prefix>NXCH.rmN	<prefix>NXCH.stN	<prefix>NXCH.lcN	<prefix>NXCH.rrN			
	Calvert	<prefix>NXCL.arN	<prefix>NXCL.frN	<prefix>NXCL.rmN	<prefix>NXCL.stN	<prefix>NXCL.lcN	<prefix>NXCL.rrN			
	DC	<prefix>NXDC.arN	<prefix>NXDC.frN	<prefix>NXDC.rmN	<prefix>NXDC.stN	<prefix>NXDC.lcN	<prefix>NXDC.rrN			
	Frederick	<prefix>NXFR.arN	<prefix>NXFR.frN	<prefix>NXFR.rmN	<prefix>NXFR.stN	<prefix>NXFR.lcN	<prefix>NXFR.rrN			
	Fairfax	<prefix>NXFX.arN	<prefix>NXFX.frN	<prefix>NXFX.rmN	<prefix>NXFX.stN	<prefix>NXFX.lcN	<prefix>NXFX.rrN			
	Loudoun	<prefix>NXLD.arN	<prefix>NXLD.frN	<prefix>NXLD.rmN	<prefix>NXLD.stN	<prefix>NXLD.lcN	<prefix>NXLD.rrN			
	Montgomery	<prefix>NXMC.arN	<prefix>NXMC.frN	<prefix>NXMC.rmN	<prefix>NXMC.stN	<prefix>NXMC.lcN	<prefix>NXMC.rrN			
	Pr. George's	<prefix>NXPG.arN	<prefix>NXPG.frN	<prefix>NXPG.rmN	<prefix>NXPG.stN	<prefix>NXPG.lcN	<prefix>NXPG.rrN			
	Pr. William	<prefix>NXPW.arN	<prefix>NXPW.frN	<prefix>NXPW.rmN	<prefix>NXPW.stN	<prefix>NXPW.lcN	<prefix>NXPW.rrN			
	St. Mary's	<prefix>NXSM.arN	<prefix>NXSM.frN	<prefix>NXSM.rmN	<prefix>NXSM.stN	<prefix>NXSM.lcN	<prefix>NXSM.rrN			
	Sprotsylvania	<prefix>NXSP.arN	<prefix>NXSP.frN	<prefix>NXSP.rmN	<prefix>NXSP.stN	<prefix>NXSP.lcN	<prefix>NXSP.rrN			
	Stafford	<prefix>NXST.arN	<prefix>NXST.frN	<prefix>NXST.rmN	<prefix>NXST.stN	<prefix>NXST.lcN	<prefix>NXST.rrN			
	Washington Co	<prefix>NXWE.arN	<prefix>NXWE.frN	<prefix>NXWE.rmN	<prefix>NXWE.stN	<prefix>NXWE.lcN	<prefix>NXWE.rrN			
		Pollutant	Jurisdiction	Seasonal Soak Rates						
Soak, Diurnal, Resting Loss Rates			Alexandria	<prefix>HCAL.SDR						
			Arlington	<prefix>HCAR.SDR						
			Calvert	<prefix>HCCA.SDR						
			Charles	<prefix>HCCH.SDR						
			Calvert	<prefix>HCCL.SDR						
			DC	<prefix>HCDC.SDR						
			Frederick	<prefix>HCFR.SDR						
			Fairfax	<prefix>HCFX.SDR						
			Loudoun	<prefix>HCLD.SDR						
			Montgomery	<prefix>HCMC.SDR						
Seasonal Soak, Seasonal Diurnal, Seasonal Rest Loss			Pr. George's	<prefix>HCPG.SDR						
			Pr. William	<prefix>HCPW.SDR						
			St. Mary's	<prefix>HCSM.SDR						
			Sprotsylvania	<prefix>HCSP.SDR						
			Stafford	<prefix>HCST.SDR						
			Washington Co	<prefix>HCWE.SDR						

4.0 Post-Processor Computations

The post-processor computes three classes of mobile emissions: Trip-end emissions, comprised of starting and soaking types, running emissions, and local emissions. The computation procedures are described below, in turn.

4.1 Trip-End Emissions

Starting emissions are developed by applying per-trip emission rates to modeled vehicle trips at the zone level, on an hour-by-hour basis. Starting pollutant rates are associated with VOC, CO, and NO_x emissions, and are expressed in terms of *cold* and *hot transient* types. Cold starts relate to those auto trips with fully cooled engines (i.e., engines that have been turned off for at least one hour prior to the trip starting time). Alternatively, hot transient starts are those auto trips with warm engines (i.e., engines that have been turned off less than one hour prior to the trip start time). An hourly allocation of trip origins is necessary for the starting emission calculation since the proportion of cold and hot starts is dependent upon the time of day. The assumed hourly distribution of AM, PM, and Off-peak vehicle trips is shown on Table 8. The distribution shown was derived from the 1994 Household Travel Survey (HTS). The assumed hourly distribution for cold and hot transient starts is shown on Table 9. This table was also derived from the 1994 HTS.

Soaking emissions are associated with the evaporative VOC/HC emissions that result when the engine is turned off. The soak emissions consist of a single emission rate that is applied to trip destinations. There is no temporal component to the soaking emission computation.

It was stated earlier that emission rates are developed on a county-by-county basis. An averaged emission rate is used in the post-processor, as opposed to a single county-specific rate, because the vehicle starts in any given jurisdiction are realistically made by residents of that jurisdiction as well as by residents of many other jurisdictions. For example, the emission rate used within the District of Columbia is the average of all emission rates weighted by the proportion of daily vehicle trips from each jurisdiction to the District. The general equation for computing starting emissions for a specific TAZ and hour of the day is as follows:

$$\text{StartEm}_{ih} = \text{Starts}_h * \sum_{j=1}^{27} ((\text{CSR}_j * \text{CPCT}_h + \text{HSR}_j * \text{HPCT}_h) * \text{Tprop}_{ij})$$

Where:

StartEm _{ih}	= Zonal starting-up emissions (in grams) at hour h in jurisdiction i
Starts _h	= Zonal vehicle starts at hour h
CSR _j	= Cold Start rate (gm/trip) for jurisdiction j
CPCT _h	= Cold start proportion at hour h
HSR _j	= Hot Start rate (gm/trip) for jurisdiction j
HPCT _h	= Hot start proportion at hour h
Tprop _{ij}	= Proportion of daily trips between jurisdiction i/j

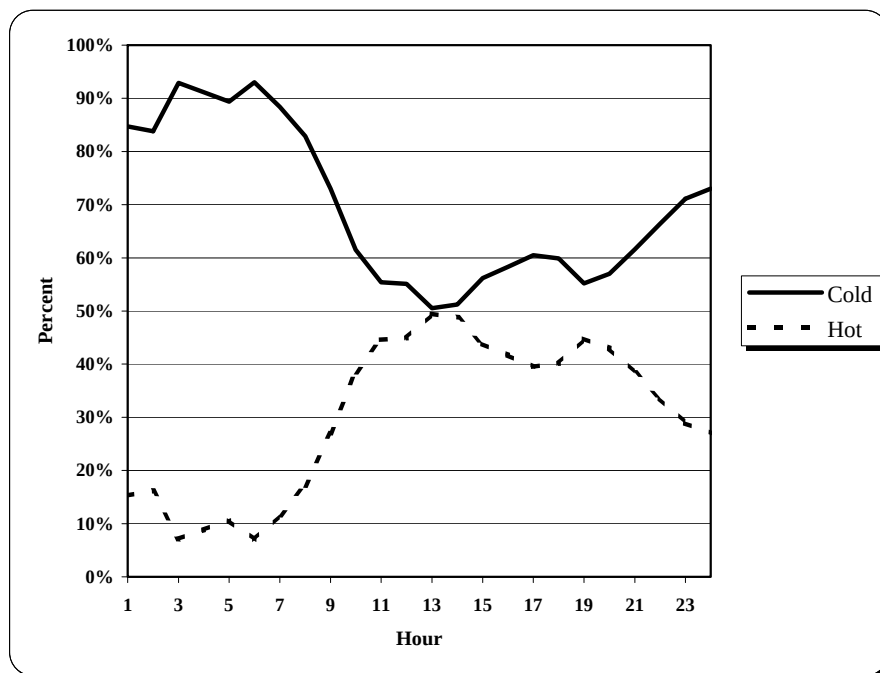
Table 8

**Distribution of AM, PM, and Off-Peak Period Auto Driver Trips
Among
Hourly Periods**

Hour No.		% AM	% PM	Off-Peak
1	12mid - 12:59AM			0.30%
2	1:00AM - 1:59AM			0.40%
3	2:00AM - 2:59AM			0.30%
4	3:00AM - 3:59AM			0.30%
5	4:00AM - 4:59AM			0.50%
6	5:00AM - 5:59AM			2.20%
7	6:00AM - 6:59AM	20.10%		
8	7:00AM - 7:59AM	39.80%		
9	8:00AM - 8:59AM	40.10%		
10	9:00AM - 9:59AM			9.70%
11	10:00AM - 10:59AM			8.20%
12	11:00AM - 11:59AM			9.20%
13	12noon - 12:59PM			10.10%
14	1:00PM - 1:59PM			8.90%
15	2:00PM - 2:59PM			9.00%
16	3:00PM - 3:59PM			11.60%
17	4:00PM - 4:59PM		31.40%	
18	5:00PM - 5:59PM		37.30%	
19	6:00PM - 6:59PM		31.30%	
20	7:00PM - 7:59PM			10.80%
21	8:00PM - 8:59PM			7.70%
22	9:00PM - 9:59PM			5.80%
23	10:00PM - 10:59PM			3.40%
24	11:00PM - 11:59PM			1.60%
Total		100.00%	100.00%	100.00%

Table 9
Distribution of Cold / Hot Transient Vehicle Starts by Hour

Hour No.		% Cold	% Hot	Total
1	12mid - 12:59AM	84.70%	15.30%	100.00%
2	1:00AM - 1:59AM	83.80%	16.20%	100.00%
3	2:00AM - 2:59AM	92.90%	7.10%	100.00%
4	3:00AM - 3:59AM	91.20%	8.80%	100.00%
5	4:00AM - 4:59AM	89.40%	10.60%	100.00%
6	5:00AM - 5:59AM	93.00%	7.00%	100.00%
7	6:00AM - 6:59AM	88.40%	11.60%	100.00%
8	7:00AM - 7:59AM	82.90%	17.10%	100.00%
9	8:00AM - 8:59AM	73.00%	27.00%	100.00%
10	9:00AM - 9:59AM	61.50%	38.50%	100.00%
11	10:00AM - 10:59AM	55.40%	44.60%	100.00%
12	11:00AM - 11:59AM	55.10%	44.90%	100.00%
13	12noon - 12:59PM	50.50%	49.50%	100.00%
14	1:00PM - 1:59PM	51.20%	48.80%	100.00%
15	2:00PM - 2:59PM	56.20%	43.80%	100.00%
16	3:00PM - 3:59PM	58.30%	41.70%	100.00%
17	4:00PM - 4:59PM	60.50%	39.50%	100.00%
18	5:00PM - 5:59PM	59.90%	40.10%	100.00%
19	6:00PM - 6:59PM	55.20%	44.80%	100.00%
20	7:00PM - 7:59PM	57.00%	43.00%	100.00%
21	8:00PM - 8:59PM	61.60%	38.40%	100.00%
22	9:00PM - 9:59PM	66.40%	33.60%	100.00%
23	10:00PM - 10:59PM	71.10%	28.90%	100.00%
24	11:00PM - 11:59PM	73.00%	27.00%	100.00%



Similarly, the equation for computing hot soak emissions is as follows:

$$\text{SoakEm}_{ih} = \text{Stops}_{sh} * \sum_{j=1}^{27} (\text{HSR}_j * \text{Tprop}_{ij})$$

Where:

SoakEm_{ih} = Zonal hot soak emissions (in grams) at hour h in jurisdiction i
 Stops_{sh} = Vehicle stops at hour h
 HSR_j = Hot Soak rate (gm/trip) for jurisdiction j
 Tprop_{ij} = Proportion of daily trips between jurisdiction i and jurisdiction j

The regional total of starting/soaking emissions is, therefore, based on the result of the above equations accumulated over all TAZ's, over all hours of the day. Regional emissions in grams are converted to tons using a conversion factor of 907,184.74 gm/ton.

4.2 Running (Hot Stabilized) Emissions

Running emissions are associated with VOC/HC, CO, NOx, and PM 2.5 pollutants emitted on the regional highway network. They are computed by applying per-mile emission rates to VMT at the network link level, and are computed on an hour-by-hour basis. The calculation is applied on an hourly basis because the running emission rates are provided as a function of highway speed¹, which varies with congestion throughout the day. As with the trip-end emission calculation, the running emission rate for a given link is a weighted average of all jurisdictional rates based on the proportion of daily vehicle trips from each county to the specific county in which the network link is located.

The post-processor now incorporates global link volume adjustment factors used to adjust AAWDT volume to the specific season that is appropriate. The current seasonal factors were shown on Table 2, above. Before link volumes are disaggregated among hourly periods, the total daily volume on the link is adjusted with the seasonal factor.

The allocation of link volumes among hourly periods is done in a two-step manner. First, an initial hourly distribution based on observed data for the Washington region is applied to the daily link volume, based on the facility class and *peaking* classification of the link. Facility classifications are defined as freeway, arterial, or local. COG has established three peaking types, AM-oriented, PM-oriented, and Even, based on the following *peaking percentage*²:

$$\text{Peaking Percentage} = ((\text{AM Volume} * \text{PM scale factor}) - \text{PM Volume}) / \text{Daily Link Volume}$$

Where:

Peaking Percentage > 7.5% indicates AM oriented class
 Peaking Percentage < - 7.5% indicates PM oriented class
 Peaking Percentage - 7.5% to 7.5% indicates Even oriented class

¹ The current PM2.5 emission rate, however, does not vary by speed. Nonetheless, the PM2.5 computation is still made on an hourly basis.

² See August 27, 2002 Memorandum from Michael Freeman to File, Subject: Development and Recommendations of Hourly Distributions of Daily Traffic Volumes.

The PM scale factor shown is applied to all AM period volumes so that the sum of regional AM link volumes will equal the sum of regional PM volumes. The scaled volume is used *only* for the purpose of computing the peaking index, and is necessary to ensure that a reasonable regional balance of AM and PM oriented links are attained. Default hourly distributions associated with specific facility and peaking classifications are shown on Table 10. The distribution selected for a given link is applied to the *daily seasonal* link volume to arrive at initial hourly volume estimates. Next, the initial hourly estimates are scaled on a gross time period basis so that the hourly link volumes in the AM peak, PM peak, and off-peak periods are consistent with the original (seasonally adjusted) link volumes produced by the traffic assignment process. The hourly link speed is developed from the volume-to-capacity ratio developed at this point based on the speed flow relationship shown on Table 11. The functions shown on Table 11 are based on observed speed and density data collected in the Washington region.

Table 10
Hourly Distribution of Daily Traffic by Orientation and Facility Type

Hour No.		AM			PM			EVEN		
		Freeway	Arterial	Collector	Freeway	Arterial	Collector	Freeway	Arterial	Collector
1	12mid - 12:59AM	0.77	0.49	0.34	1.11	0.76	0.62	1.07	0.67	0.52
2	1:00AM - 1:59AM	0.55	0.30	0.20	0.64	0.41	0.32	0.73	0.40	0.31
3	2:00AM - 2:59AM	0.52	0.25	0.18	0.48	0.28	0.24	0.61	0.30	0.24
4	3:00AM - 3:59AM	0.72	0.37	0.29	0.42	0.24	0.20	0.68	0.33	0.30
5	4:00AM - 4:59AM	1.88	1.09	0.96	0.58	0.38	0.32	1.24	0.72	0.70
6	5:00AM - 5:59AM	6.20	4.05	3.80	1.38	1.08	0.96	3.60	2.27	2.37
7	6:00AM - 6:59AM	8.66	8.75	9.19	3.24	2.70	2.58	4.99	4.58	4.83
8	7:00AM - 7:59AM	11.13	12.38	13.40	4.63	4.62	4.67	6.96	7.65	8.06
9	8:00AM - 8:59AM	8.04	9.82	10.92	4.71	5.15	5.07	5.44	6.90	7.27
10	9:00AM - 9:59AM	6.94	6.39	6.10	3.84	4.38	4.10	5.93	6.11	5.80
11	10:00AM - 10:59AM	5.14	4.71	4.50	3.90	4.19	3.94	5.18	5.15	4.80
12	11:00AM - 11:59AM	4.68	4.53	4.51	4.21	4.67	4.54	5.15	5.40	5.14
13	12noon - 12:59PM	4.65	4.72	4.81	4.61	5.25	5.25	5.34	5.80	5.50
14	1:00PM - 1:59PM	4.58	4.64	4.64	4.83	5.21	5.01	5.45	5.68	5.34
15	2:00PM - 2:59PM	4.66	4.80	4.85	5.95	5.87	5.76	6.10	5.97	5.89
16	3:00PM - 3:59PM	4.70	5.09	5.17	7.32	7.14	7.03	6.80	6.62	6.68
17	4:00PM - 4:59PM	4.56	5.26	5.24	9.95	9.58	10.06	5.94	6.26	6.61
18	5:00PM - 5:59PM	4.76	5.55	5.58	10.87	10.93	11.57	6.63	7.15	7.66
19	6:00PM - 6:59PM	4.32	4.98	4.92	8.55	9.03	9.65	5.35	5.92	6.44
20	7:00PM - 7:59PM	3.66	3.90	3.72	5.61	6.01	6.17	4.99	5.29	5.45
21	8:00PM - 8:59PM	2.95	2.97	2.70	4.25	4.44	4.60	3.89	4.05	4.09
22	9:00PM - 9:59PM	2.64	2.40	2.01	3.68	3.58	3.52	3.44	3.27	3.06
23	10:00PM - 10:59PM	2.06	1.64	1.30	2.80	2.41	2.20	2.70	2.21	1.90
24	11:00PM - 11:59PM	1.23	0.92	0.72	2.45	1.71	1.62	1.81	1.29	1.05
Total		100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

In the second step, the initial hourly volume is compared to the hourly link capacity (Level-of-Service ‘E’) and adjusted if necessary. The adjustment procedure (see Table 12) begins with the comparison of AM peak hour traffic and PM peak hour traffic with the available capacity. If the initial peak hour volume exceeds capacity, then the peak hour volume is adjusted to equal the capacity and the portion of volume exceeding capacity is then apportioned in equal parts to the hour before and the hour after the peak hour. In the case of overly congested freeways, the capacity is moderated to reflect the fact that the ‘through-put’ volumes cannot be sustained at LOS ‘E’ service levels when the V/C ratio exceeds 1.0. Table 13 shows the assumed relationship between freeway capacities and congested V/C ratios. Because this adjustment could potentially cause the ‘shoulder’ hour volumes to exceed capacity, added steps are undertaken to compare the resulting volumes in each successive shoulder hour with the capacity. If a given shoulder hour volume exceeds capacity, then the volume is similarly adjusted to equal capacity and the ‘overflow’ volume is added to the volume of the adjacent hourly period. Traffic assignments on rare occasions produce severely overloaded link volumes to the point where a given link volume could exceed the capacity over *all* hours of the day. Because of this possibility, volume adjustments are *not* made for the first, noon, and last hours (hours 1, 13, and 24), even if a given link volume is determined to exceed capacity in those particular hours.

Subsequent to the development of ‘final’ hourly link volumes and restrained speeds, the general equation for computing running emissions is:

$$\text{RunningEm}_{ih} = \text{VMT}_h * \sum_{j=1}^{27} (\text{RRate}_j * \text{Tprop}_{ij})$$

Where:

RunningEm _{ih}	= Running link emissions at hour h in jurisdiction i
VMT _h	= Vehicle Miles Travel (after peak-spreading) at hour h
RRate _j	= Running rate (gm/mi) as a function of highway speed for jurisdiction j
Tprop _{ij}	= Proportion of daily trips between jurisdiction i/j

The regional running emissions are the accumulation of calculated hourly emissions over all network links in the study area. Emissions in grams are converted to tons using a conversion factor of 907,184.74 gm/ton.

Table 11
Speed Delay Functions Used in the MWCOG Mobile Emissions Post-Processor
By
Facility Type and Area Type (1-7)

V/C	Freeway			Major Arterial				Minor Arterial				Collector				Expressway		
Atp->	1-2	3-4	5-7	1-2	3-4	5	6-7	1-2	3-4	5	6-7	1-2	3-4	5	6-7	1-2	3-5	6-7
0.00	55.000	60.000	67.000	25.000	35.000	40.000	45.000	20.000	30.000	35.000	40.000	15.000	20.000	25.000	30.000	45.000	50.000	55.000
0.10	54.945	59.945	66.940	24.300	33.600	38.600	43.600	19.400	28.900	33.800	39.200	14.500	19.300	24.300	28.800	44.945	49.939	54.933
0.20	54.890	59.890	66.880	23.600	32.200	37.200	42.200	18.800	27.800	32.600	38.400	14.000	18.600	23.600	27.600	44.890	49.878	54.866
0.30	54.810	59.800	66.790	22.900	30.800	35.800	40.800	18.200	26.700	31.400	37.600	13.500	17.900	22.900	26.400	44.820	49.800	54.780
0.40	54.710	59.690	66.670	22.200	29.400	34.400	39.400	17.600	25.600	30.200	36.800	13.000	17.200	22.200	25.200	44.730	49.700	54.670
0.50	54.570	59.540	66.490	21.500	28.000	33.000	38.000	17.000	24.500	29.000	36.000	12.500	16.500	21.500	24.000	44.620	49.578	54.536
0.60	54.370	59.300	66.180	20.800	27.000	31.600	36.400	16.400	23.400	27.800	35.000	12.000	16.000	20.800	23.000	44.470	49.411	54.352
0.70	54.060	58.910	65.600	20.100	26.000	30.200	34.800	15.800	22.300	26.600	34.100	11.500	15.500	20.100	22.000	44.260	49.178	54.096
0.80	53.540	58.170	64.260	19.400	25.000	28.800	33.200	15.200	21.200	25.400	31.400	11.000	15.000	19.400	21.000	43.970	48.856	53.741
0.90	52.560	56.560	60.840	18.700	24.000	27.400	31.600	14.600	20.100	24.200	28.700	10.500	14.500	18.700	20.000	43.530	48.367	53.203
1.00	50.580	53.220	55.280	18.000	23.000	26.000	30.000	14.000	19.000	23.000	26.000	10.000	14.000	18.000	19.000	42.820	47.578	52.336
1.10	46.860	48.550	49.875	16.600	20.800	23.400	27.200	12.800	17.600	21.000	23.600	9.200	12.800	16.600	17.600	41.250	45.833	50.417
1.17	44.256	45.281	46.092	15.620	19.260	21.580	25.240	11.960	16.620	19.600	21.920	8.640	11.960	15.620	16.620	40.151	44.612	49.073
1.20	43.140	43.880	44.470	15.200	18.600	20.800	24.400	11.600	16.200	19.000	21.200	8.400	11.600	15.200	16.200	39.680	44.089	48.498
1.30	39.335	39.870	40.315	13.800	16.400	18.200	21.600	10.400	14.800	17.000	18.800	7.600	10.400	13.800	14.800	36.925	41.028	45.131
1.40	35.530	35.860	36.160	12.400	14.200	15.600	18.800	9.200	13.400	15.000	16.400	6.800	9.200	12.400	13.400	34.170	37.967	41.763
1.50	32.470	32.740	32.990	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	31.420	34.911	38.402
1.60	29.410	29.620	29.820	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	28.670	31.856	35.041
1.80	24.550	24.700	24.850	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	24.050	26.722	29.394
2.00	20.610	20.730	20.860	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	20.230	22.478	24.726
2.25	16.650	16.750	16.850	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	16.350	18.167	19.983
99.99	16.650	16.750	16.850	11.000	12.000	13.000	16.000	8.000	12.000	13.000	14.000	6.000	8.000	11.000	12.000	16.350	18.167	19.983

Table 12	
Peak Spreading Procedure	
<i>Adjustment Process for Spreading Hourly Volumes When Initial Volumes Exceed Capacity</i>	
Step 1:	The AM peak hour (hour 8) initial volume is compared to the link capacity. If the initial hour 8 volume exceeds capacity, then the hour 8 volume is set to capacity (or a moderated capacity value in the case of freeways) and the excess volume portion is added to the volume in periods occurring before <i>and</i> after the AM peak hour (hours 7 and 9) on a 50/50 basis.
Step 2:	The PM peak hour (hour 18) initial volume is compared to the link capacity. If the initial volume exceeds capacity, then the hour 18 volume is set to capacity (or a moderated capacity value in the case of freeways) and the excess volume portion is added to the volume in periods occurring before <i>and</i> after the PM peak hour (hours 17 and 19) on a 50/50 basis.
Step 3:	The volume occurring during pre-AM peak hours (hours 1 to 7) are sequentially checked against the link capacity as in steps 1 and 2, and adjusted (if necessary) in a backward-moving fashion. If the volume occurring in hour 7 exceeds capacity then the hour 7 volume is set to capacity and the excess volume portion is added to the volume of hour 6 volume, and so on. There is no volume spreading at hour 1, even for rare cases where the resulting hour 1 volume exceeds capacity.
Step 4:	The volume occurring during post-AM peak hours (hours 9 to 13) are sequentially checked against the link capacity as in steps 1 and 2, and adjusted (if necessary) in a forward-moving fashion. If the volume occurring in hour 9 exceeds capacity then the hour 9 volume is set to capacity and the excess volume portion is added to the volume of hour 10 volume, and so on. There is no volume spreading at hour 13 (the midday hour), even for rare cases where the resulting hour 13 volume exceeds capacity.
Step 5:	The volume occurring during pre-PM peak hours (hours 13 to 17) are sequentially checked against the link capacity as in steps 1 and 2, and adjusted (if necessary) in a backward-moving fashion. If the volume occurring in hour 17 exceeds capacity then the hour 17 volume is set to capacity and the excess volume portion is added to the volume of hour 16 volume, and so on. There is no volume spreading at hour 13 (the midday hour), even for rare cases where the resulting hour 13 volume exceeds capacity.
Step 6:	The volume occurring during post-PM peak hours (hours 19 to 24) are sequentially checked against the link capacity as in steps 1 and 2, and adjusted (if necessary) in a forward-moving fashion. If the volume occurring in hour 19 exceeds capacity then the hour 19 volume is set to capacity and the excess volume portion is added to the volume of hour 20 volume, and so on. There is no volume spreading at hour 24, even for rare cases where the resulting hour 24 volume exceeds capacity.

Table 13
Freeway Through-Put Capacities Under Congested Conditions

V/C	Fwy AT1	Fwy AT2	Fwy AT3	Fwy AT4	Fwy AT5	FWY AT6	FWY AT7
1.00	1500	1600	1800	1800	2000	2000	2100
1.20	1433	1528	1719	1719	1911	1911	2006
1.40	1366	1457	1639	1639	1821	1821	1912
1.60	1299	1385	1559	1559	1732	1732	1818
1.80	1214	1295	1457	1457	1619	1619	1699
2.00	1128	1204	1355	1355	1505	1505	1580
2.25	1017	1085	1221	1221	1356	1356	1424
99.99	1017	1085	1221	1221	1356	1356	1424

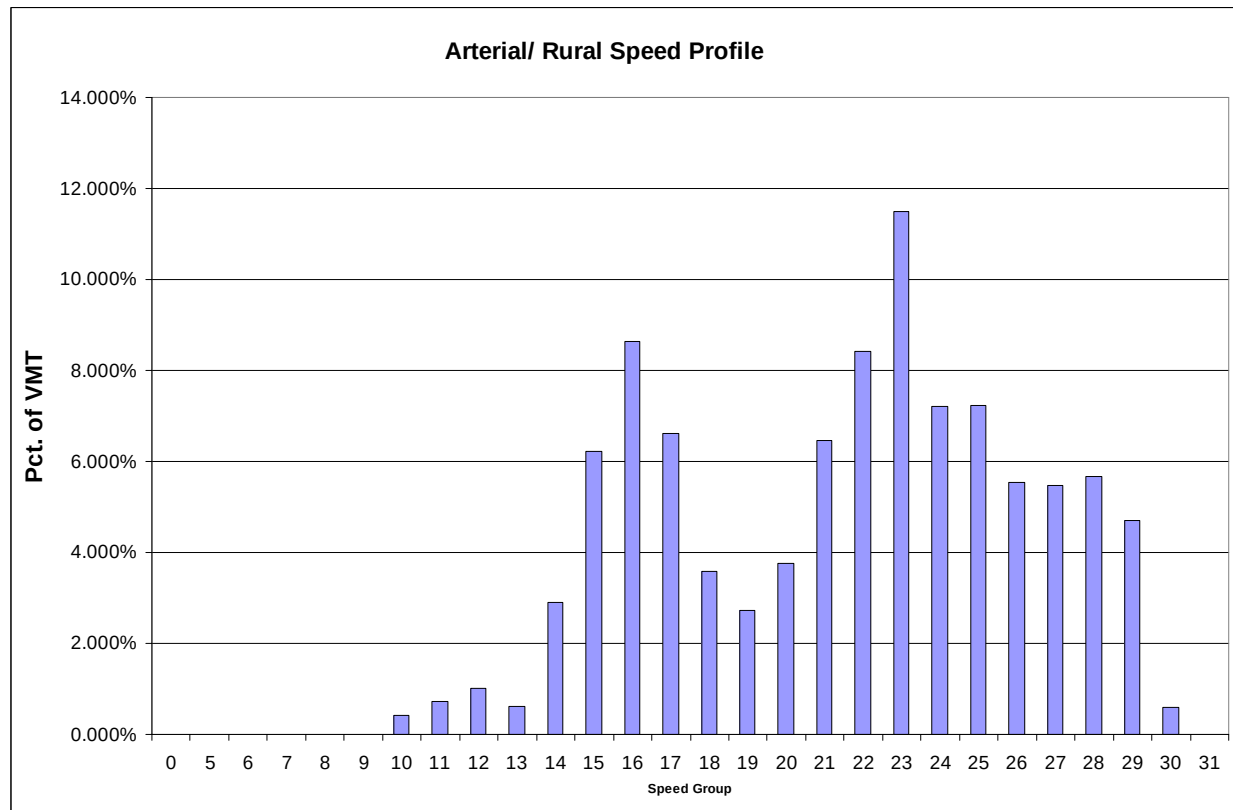
4.3 Local Emissions

Local (or off-network) emissions are those generated on smaller facilities that are not included in the regional network. Local emissions are associated with VOC/HC, CO, NO_x, and PM 2.5 pollutants and are computed at jurisdiction level by applying per-mile emission rates to the local VMT. However, the local emission calculation requires that local VMT be further allocated among urban and rural categories, as the emission calculation is different. The calculation steps are listed below:

- 1) The small file containing base year jurisdictional modeled network VMT, observed local VMT, and base year urban/rural local VMT percentages is prepared.
- 2) Modeled network VMT for the analysis year is summarized at jurisdiction level and merged with the base year information, above.
- 3) Local urban and rural VMT is estimated for the analysis year. First, local VMT is estimated by applying a growth factor to the base year local VMT. The growth factor is based on modeled VMT change between the base year and analysis year. Next, the base year urban and rural percentages are applied to the local VMT computed for the analysis year.
- 4) Local PM_{2.5} emissions are computed based on total (urban and rural) VMT.
- 5) Urban/local NO_x, CO, and VOC emissions are computed using the single local/stabilized emission factor produced by Mobile. This factor is based on an assumed speed of 12.9 mph.
- 6) Rural/local NO_x, CO, and VOC emissions are computed by first allocating the rural VMT among speed 'bins' using an assumed average speed profile. The profile reflects a VMT distribution for rural jurisdictions that was summarized from previous modeling files. The profile, shown on Figure 1, was determined to be a reasonable basis for local facilities speeds in rural areas. Secondly, rural arterial rates are applied to the VMT on the basis of speed.

Previous local emissions calculations have been made using the single (12.9 mph-based) local rate. It is believed that the use of arterial rates at higher speed levels will yield a more accurate emission result for rural areas of the region.

Figure 1:



5.0 Post-Processor Program Steps

The post-processor is executed when provided with: 1) travel demand output files, 2) emission rate files by jurisdiction as described above, and 3) a small text file containing jurisdiction level VMT information. The travel demand output files include the final iteration loaded highway network (I6HWY.NET) and three vehicle trip tables corresponding to the AM, PM, and off peak periods (I6AM.VTT, I6PM.VTT, I6OP.VTT). The jurisdictional VMT file (Base_Juris_VMT.txt) is a pre-existing file containing base year estimates of network-based VMT, local (or off-network) VMT, and the estimated proportion of network VMT that is urban and rural. This information is used to develop future year local VMT that is urban and local. All VMT information corresponds only to jurisdictions within the MSA as defined above.

The post-processor is normally executed using batch files that are called in a command prompt window. The batch file used for a single-season post-processor execution (e.g., ozone or

wintertime model runs) is named EMISS.BAT. The batch file used for a three-season post-processor execution is named 3_Season_EMISS.BAT. The batch files call five TP+ scripts which are summarized below. The TP+ script names are in parenthesis:

1) Trip Table Formatting (AQTRIPS.S): AM, PM, and off-peak trip tables produced by the travel demand model are read. The program produces zonal trip-ends for each of the three time periods. It also produces a file containing the proportion of daily vehicle trips from/to each of the 27 emission areas. Since the trip proportions are developed with daily trips, the proportion in the *i/j* direction is generally the same as that in the *j/i* direction.

2) Time-of-Day Trip-Ends Program (ZONESPRD.S): The program reads the zonal origins and destinations, described above, and apportions them among discrete hourly periods.

3) Jurisdiction level VMT Formatting Program (Pre_Local.S): The program summarizes modeled VMT at the jurisdiction level and writes a summary file to be used in the LOCAL.S program.

4) Time-of-Day VMT and speeds program (PEAK_SPREAD.S for the single season post-processor or PEAK_SPREAD_Seasonal.S for the three season post-processor): The program reads the AM, PM, and off-peak network link volumes produced by the travel demand model. It produces hourly volumes, VMT, and restrained speed for each highway link. The hourly VMT and highway speeds are sensitive to seasonal adjustment factors.

5) Running Emissions Program (RUNNING.S for the single season post-processor or RUNNING_Seasonal.S for the three season post-processor): The program computes hot stabilized emissions on a link-by-link and hour-by-hour basis. It reads 1) the hourly link VMT and highway speed files developed above, 2) MOBILE6-based running emission rates which are provided on the basis of speed, and 3) the county level trip proportions file. VOC, CO, and NO_x emissions are produced from the program (PM 2.5 emissions are additionally produced from the three-season run).

6) Start/Soak Emissions Program (STRT_SKR.S for the single season post-processor or STRT_SKR_Seasonal.S for the three season post-processor): The program applies emission rates to the trip-ends to compute start-up and soaking emissions on a zone-by-zone and hour-by-hour basis. The program reads: 1) hourly trip-ends, 2) the MOBILE6-generated cold/hot starting rates, and 3) the county-level trip proportions file. Note that trip tables are not affected by seasonal adjustments. VOC, CO, and NO_x emissions are produced from the program.

7) Local Emissions Program (LOCAL.S for the single season post-processor or LOCAL_Seasonal.S for the three season post-processor): The program computes hot stabilized emissions on a link-by-link and hour-by-hour basis. It reads 1) a file containing forecasted local/urban and local/rural VMT at the jurisdiction level and 2) PM_{2.5} and Arterial NO_x stabilized rates specially developed for local roads. VOC, CO, and NO_x emissions are produced from the program (PM 2.5 emissions are additionally produced from the three-season run).

A list of subdirectories established to execute post-processor work is shown on Table 14. Single-season and three-season flowcharts are shown on Figures 2 and 3.

Table 14 Post-Processor Subdirectories

Description of Contents	Subdirectory
Location of Post – Processor Executions/Outputs	
2002 Ozone Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2002
2002 Annual Nx Precursor, PM 2.5	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2002_Season
2010 Ozone Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2010
2010 Winter Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2010_WCO
2010 Annual Nx Precursor, PM 2.5	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2010_Season
2020 Ozone Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2020
2020 Winter Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2020_WCO
2020 Annual Nx Precursor, PM 2.5	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2020_Season
2030 Ozone Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2030
2030 Winter Season VOC, CO, Nx	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2030_WCO
2030 Annual Nx Precursor, PM 2.5	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\2030_Season
Emission Rate Inputs	
2002 VOC, CO, Nx rates Ozone Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2002
2002 VOC, CO, Nx, PM rates– 3 Seasons	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2002_Season
2010 VOC, CO, Nx rates Ozone Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2010
2010 VOC, CO, Nx rates– Winter Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2010_WCO
2010 VOC, CO, Nx, PM rates– 3 Seasons	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2002_Season
2020 VOC, CO, Nx rates Ozone Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2020
2020 VOC, CO, Nx rates– Winter Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2020_WCO
2020 VOC, CO, Nx, PM rates– 3 Seasons	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2020_Season
2030 VOC, CO, Nx rates Ozone Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2030
2030 VOC, CO, Nx rates– Winter Season	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2030_WCO
2030 VOC, CO, Nx, PM rates– 3 Seasons	I:\CGV2_1D_50_Aug_06_Conformity2007\EMISSIONS\M6RATES\2030_Season
Travel Model Inputs	
2002 Travel Model Files	I:\CGV2_1D_50_Aug_06_Conformity2007\2002
2010 Travel Model Files	I:\CGV2_1D_50_Aug_06_Conformity2007\2010
2020 Travel Model Files	I:\CGV2_1D_50_Aug_06_Conformity2007\2020
2030 Travel Model Files	I:\CGV2_1D_50_Aug_06_Conformity2007\2030

Figure 2

Mobile Emissions Post Processor

Ozone Season / Wintertime Emissions Data Processing Flowchart -- Job stream executed once with one set of environment variables.

EMISS.BAT

Environmental variables established in batch file:

```

_PeriodFtr_ =1.05
_Period_=? (summer, winter)
_Year_=?

_inpnet_=?      'final' loaded links file path/name
_inpamt_=?      'final' AM Vehicle trip table file path/name
_inppmt_=?      'final' AM Vehicle trip table
_inpopt_=?      'final' AM Vehicle trip table
_inplocalB_=?   'Base year local VMT file / Juris. level'

_M6Sub_=?      Path to the modeled emission rates
_M6Pre_=?      Filename prefix of modeled emission rates
  
```

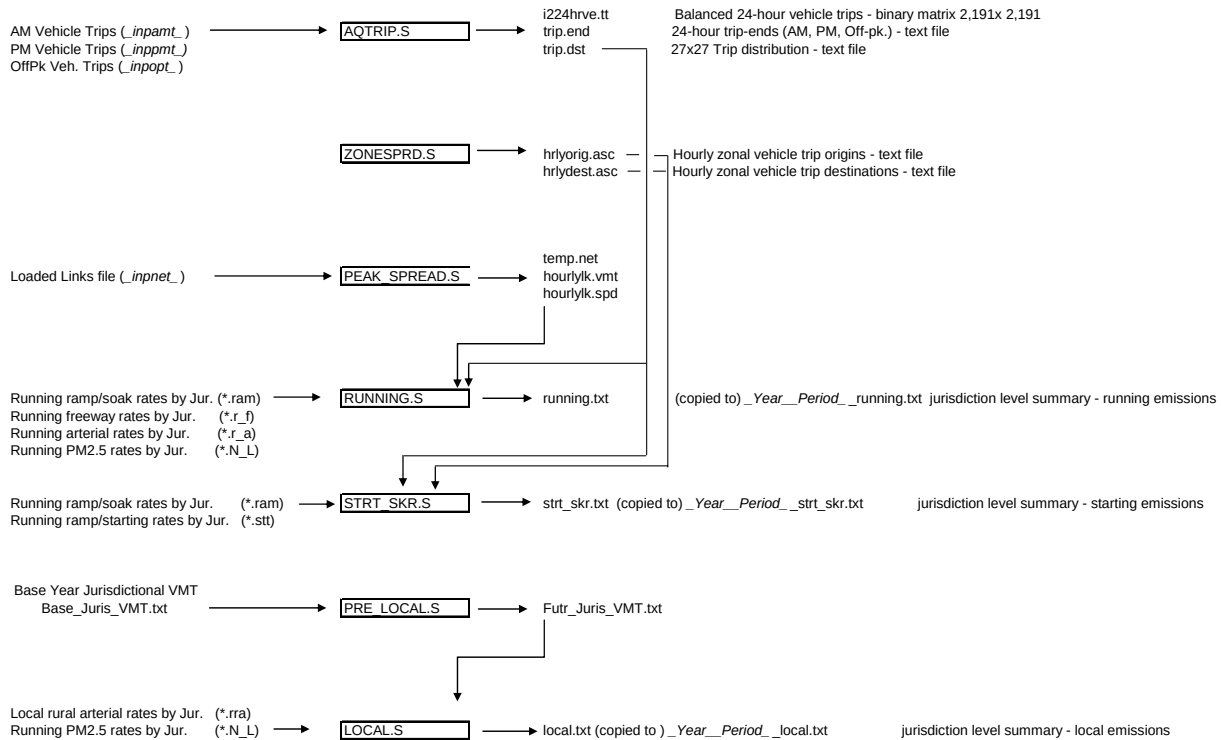


Figure 3

Mobile Emissions Post Processor

Multiple Season Emissions Data Processing Flowchart -- Job stream executed 3 times with altered environment variables.

3_Season_Emiss.BAT

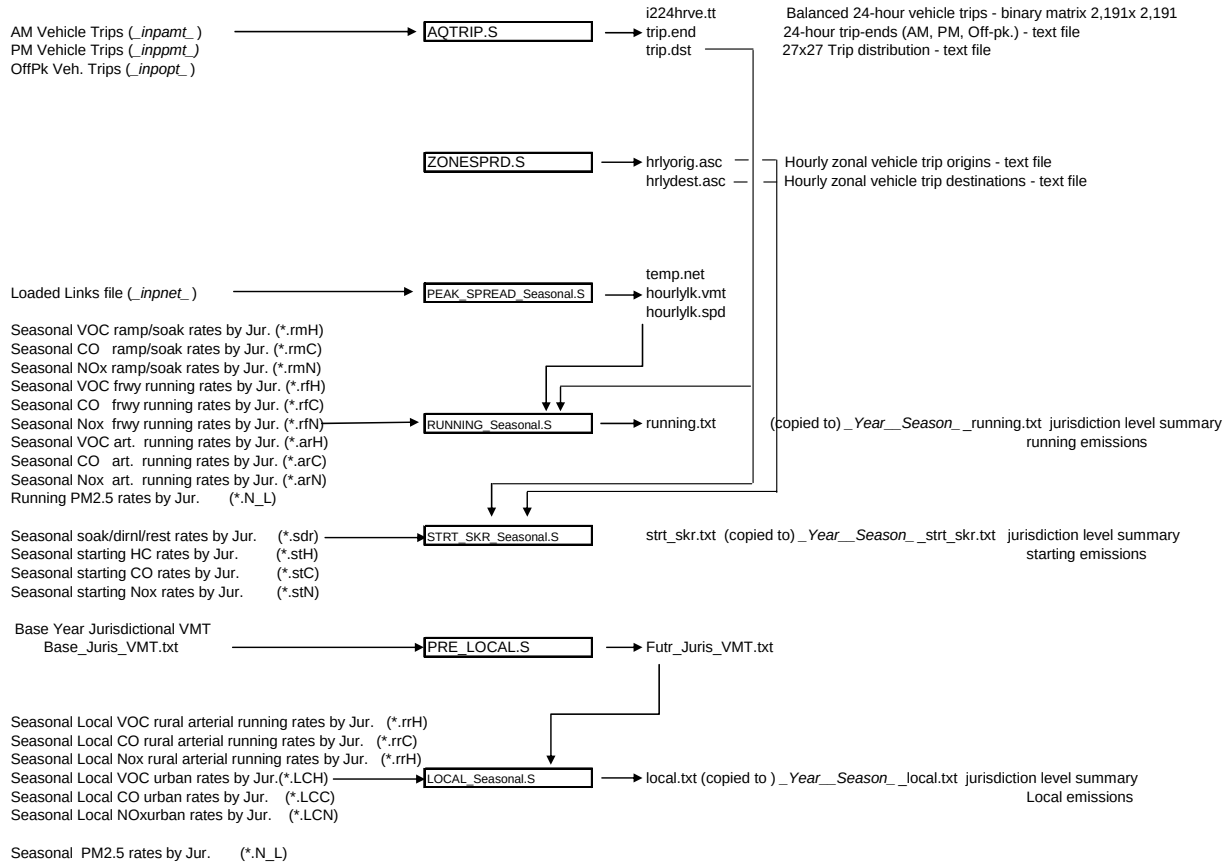
Environmental variables established in batch file:

```

_SeasonFtr_=?      (0.9216, 0.9873, 0.9282)
_SeasonDays_=?     (120, 153, 92)
_SeasonRateNo_=?   ( 1, 2, 3)
_Season_=?         (Jan-Apr, May-Sep, Oct-Dec)
_Year_=?           (2002, 2010, 2020, 2030)

_inpnet_=?         'final' loaded links file path/name
_inpamt_=?         'final' AM Vehicle trip table file path/name
_inppmt_=?         'final' AM Vehicle trip table
_inpopt_=?         'final' AM Vehicle trip table
_inplocalB_=?      'Base year local VMT file / Juris. level

_M6Sub_=?          Path to the modeled emission rates
_M6HCPre_=?        Filename prefix of modeled VOC emission rates
_M6COPre_=?        Filename prefix of modeled CO emission rates
_M6NXPre_=?        Filename prefix of modeled Nx emission rates
_M6PMPre_=?        Filename prefix of modeled PM emission rates
  
```



APPENDIX F

Vehicle-related Emissions Calculations

Memo

To: Air Quality Files

From: Erin Morrow

Date: December 13, 2007

Re: Vehicle Related Emissions: Diurnal and Resting Loss - 2007 CLRP & FY2008-FY2013 TIP

This memo illustrates the calculation of Diurnal and Resting Loss emissions associated with the 2007 CLRP & FY2008-2013 TIP. A detailed description of work regarding emissions factor updates using Mobile6 is contained in a report by Maureen Mullen of E.H. Pechan & Associates, dated January 27, 2003. Adopting the approach developed by E.H. Pechan & Associates emissions rates were developed using version 6.2 of mobile model.

There were no updates to either the vehicle forecast component or the procedure used to calculate these emissions. Vehicle ownership forecasts reflect trends through time for each jurisdiction; using the 2005 vehicle registration data, the slope of the forecast trend line in each jurisdiction was maintained but revised to 'intercept' 2005 conditions. This approach is illustrated on the attached graph for Prince George's County. Table 1 shows summary of vehicle registration forecasts. Also included is a copy of a spreadsheet displaying the calculation of diurnals and resting loss emissions for year 2010 (Table 2). Diurnal and Resting Loss emissions for other milestone years 2002, 2008, 2009, 2020, and 2030 are available in the Air Quality Conformity files.

The calculation of these emissions is an off-line process utilizing a spreadsheet format with a very basic calculation:

Number of vehicles by jurisdiction X jurisdiction emissions factor = Emissions

Attachments (3)

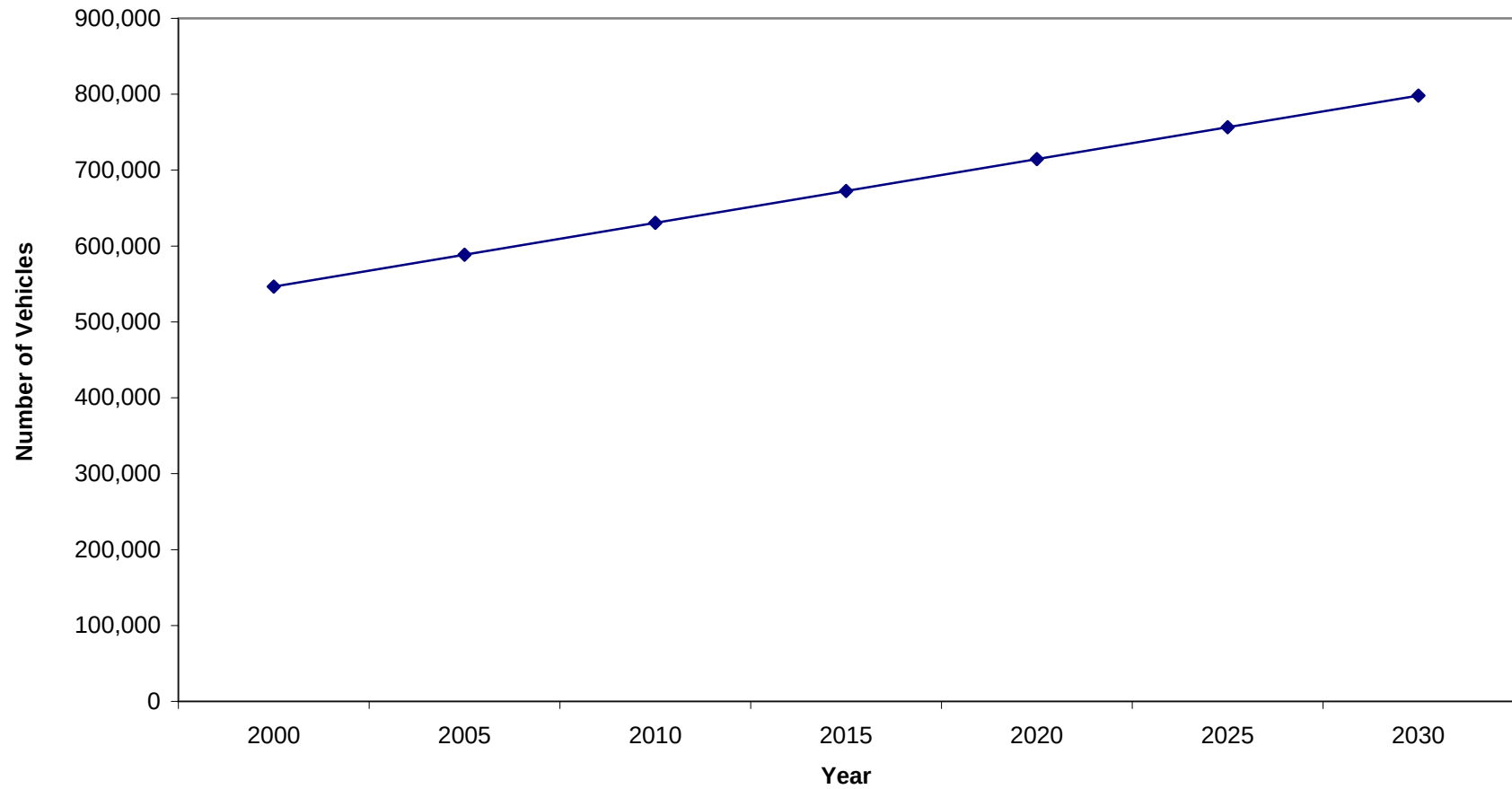
.

TABLE 1
VEHICLE REGISTRATION FORECASTS BY JURISDICTION (USING OLD GROWTH RATES & 2005 VIN)
REGISTRATION ADJUSTED TO YEAR 2005

Jurisdiction	2002	2005	2008	2009	2010	2020	2030
District of Columbia	254,645	258,089	261,533	262,681	263,829	275,309	286,788
Calvert	73,179	82,957	92,735	95,994	99,254	131,847	164,441
Charles	114,048	124,127	134,206	137,565	140,925	174,520	208,116
Frederick	190,883	207,247	223,611	229,065	234,520	289,065	343,611
Montgomery	638,573	681,537	724,501	738,822	753,144	896,357	1,039,571
Prince George's	560,595	588,643	616,691	626,040	635,390	728,883	822,376
Alexandria	130,371	132,130	133,889	134,476	135,062	140,927	146,792
Arlington	126,600	128,304	130,008	130,576	131,144	136,823	142,502
Fairfax	745,721	787,210	828,699	842,529	856,359	994,656	1,132,953
Loudoun	184,988	203,133	221,278	227,326	233,375	293,858	354,341
Prince William	299,706	323,356	347,006	354,889	362,773	441,606	520,440
Stafford	82,415	91,656	100,897	103,978	107,058	137,863	168,668
Total	3,401,724	3,608,389	3,815,054	3,883,942	3,952,831	4,641,714	5,330,598

The above forecasts are based on 2005 vehicle registration data decoded from raw VIN numbers provided by District of Columbia DMV, Maryland MVA, and Virginia DMV. 2002 registration data were adjusted based on the 2005 numbers.

Vehicle Registration for Prince George's County by Year



MVA 2005 Vehicle Registration data

Table 2
DIURNAL AND RESTING LOSS EMISSIONS
VOC
YEAR 2010

		FACTORS		EMISSIONS	
JURISDICTION	TOTAL VEHICLES	DIURNAL (gm/day/veh)	RESTGL (gm/hr/veh)	DIURNAL (Tons/day)	RESTGL (Tons/day)
District of Columbia	263,829	0.423	2.101	0.121	0.599
Montgomery	753,144	0.384	1.813	0.312	1.475
Prince Georges	635,390	0.465	2.327	0.319	1.597
Frederick	234,520	0.344	1.695	0.087	0.429
Charles	140,925	0.476	2.449	0.072	0.373
Calvert	99,254	0.487	2.500	0.052	0.268
Arlington	131,144	0.378	1.944	0.054	0.275
Alexandria	135,062	0.328	1.636	0.048	0.239
Fairfax	856,359	0.347	1.793	0.321	1.659
Loudoun	233,375	0.336	1.688	0.085	0.426
Prince William	362,773	0.400	2.037	0.157	0.798
Stafford	107,058	0.455	2.435	0.053	0.282
MSA - SUBTOTAL MODELED AREA	3,952,833			1.680	8.420
TOTAL	3,952,833			1.680	8.420

Note: 98% of vehicles, which are gas operated, are used to compute Diurnal and Resting Loss emissions
Based on 2005 vehicle registration

APPENDIX G

Auto Access Emissions Calculations

Memorandum

To: Air Quality Files

From: Eulalie G. Lucas
Transportation Engineer

Date: 12/18/2007

Re: Off- Network Emissions Calculations: Auto Access to transit

Introduction:

This memo documents emissions associated with auto access to transit for the following: 8-Hour Ozone season precursors VOC and NO_x, Wintertime CO, direct PM_{2.5}, and precursor NO_x. Travel data associated with these emission calculations reflect network updates as part of the air quality conformity analysis of the 2007 Constrained Long Range Plan (CLRP) and the FY2008-2013 Transportation Improvement Plan (TIP). Procedures used for these calculations are consistent with those used for the Severe State Implementation Plan (SIP) submittal. The following paragraphs describe these procedures and updates.

Auto Access to transit emissions:

VTM Mix percent associated with auto access to transit includes only light duty trucks (LDGT2) and not heavy duty trucks as with network VMT mix percents. The LDGT2 weight category includes Ford Navigators, which are used by some commuters to transit and park and ride lots.

Methodology:

There were no changes to the approach used in previous analysis and the following paragraphs describe the steps applied.

The procedure used in the calculation of emissions associated with auto access to transit is an off-line process. The approach is very simple; it involves the application of an emissions rate to the various components of travel, i.e. start up, running (35 mph for arterials and 45 mph for freeways) and hot soak. For trips originating outside the MSA, only those miles within the MSA are used in the calculation. Forecasting for 'out years' is based on growth rates developed from total internal modeled transit trips. The growth rates are then applied to the MWCOD/DTP 2002 Park and Ride Utilization inventory data.

Separate emissions rates are applied by components of a trip cycle i.e. a start up rate for trip origins, a running rate for the running component and hot soak rate for trip destinations. These three rates represent an average of the twelve composite rates for jurisdictions in the non-attainment area and for seven MOBILE6 vehicle types, HDD fractions were zeroed out of the VMT Mix. This adjustment was made based on the assumption that heavy duty vehicles such as tractor trailers are typically not used by commuters for trips to and from transit locations or to

park and ride lots, however as mentioned in the above paragraph Light Duty Trucks are included in the VMT Mix percents.

As with the other components of the annual emissions inventory for fine particles, seasonal adjustments to travel data associated were applied. Totals for each of the three seasons were then added to provide an annual total for each pollutant.

Results:

Auto access to transit emissions as with other inventory components indicate significant reductions through time for the ozone analysis and a slight increase in wintertime CO emissions between 2020 and 2030 however, wintertime CO emissions are consistently below the budget and this increase would not affect the attainment status. Results for emissions associated with total PM_{2.5} and precursor NO_x indicate reductions from 2002 baseline conditions. The attached exhibits show results for 2010 ozone season and PM_{2.5} pollutants. Results for all other analysis are contained in the air quality conformity files and are available upon request.

2010 VOC AIR QUALITY EMISSIONS INVENTORY
AUTO ACCESS TO TRANSIT
(8-HOUR OZONE AREA)
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	E M I S S I O N S																			HOT SOAK	TOTAL (tons/day)	
	OUTSID E MSA	INSIDE MSA	2002		2010 INSIDE Growth Rate	2010 OUTSIDE Growth Rate	AVERAGE TRIP LENGTH	2002 VMT	2010 VMT	%		ARTERIAL VMT	FREEWAY VMT	COLD START	RUNNING			Rate (gm/mile)	Rate (gm/mile)			
			Total	Total						Rate (gm/mile)	Rate (gm/mile)				Rate (gm/mile)	Total Running						
																	1.28					1.28
COMMUTER RAIL LOTS																						
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3052.5	3,905	57	43	2,226	1,679	0.0009	0.0008	0.0005	0.0014	0.0006	0.0029			
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2040	2,610	57	43	1,488	1,122	0.0006	0.0005	0.0004	0.0009	0.0004	0.0019			
DICKERSON	0	15	0	15	19	0	7.5	112.5	144	57	43	82	62	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
BARNESVILLE	0	46	0	46	59	0	7.5	345	441	57	43	252	190	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003			
GERMANTOWN	0	386	0	386	494	0	7.5	2895	3,703	57	43	2,111	1,592	0.0010	0.0008	0.0005	0.0013	0.0006	0.0029			
MET GROVE	0	352	0	352	450	0	7.5	2640	3,377	57	43	1,925	1,452	0.0009	0.0007	0.0005	0.0012	0.0006	0.0027			
WAS GROVE	0	15	0	15	19	0	7.5	112.5	144	57	43	82	62	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
GARRETT PARK	0	22	0	22	28	0	7.5	165	211	57	43	120	91	0.0001	0.0000	0.0000	0.0001	0.0000	0.0002			
BOWIE 50%	50	188	188	375	240	240	7.5	2812.5	3,598	57	43	2,051	1,547	0.0007	0.0007	0.0005	0.0012	0.0004	0.0024			
SEABROOK 15%	15	224	40	264	287	51	7.5	1980	2,533	57	43	1,444	1,089	0.0006	0.0005	0.0004	0.0009	0.0004	0.0019			
KENSINGTON	0	45	0	45	58	0	7.5	337.5	432	57	43	246	186	0.0001	0.0001	0.0001	0.0001	0.0001	0.0003			
LAUREL 30%	30	209	90	299	268	115	7.5	2242.5	2,869	57	43	1,635	1,234	0.0007	0.0006	0.0004	0.0010	0.0004	0.0021			
GAITHESBURG	0	280	0	280	358	0	7.5	2100	2,686	57	43	1,531	1,155	0.0007	0.0006	0.0004	0.0009	0.0004	0.0021			
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	135	173	57	43	98	74	0.0001	0.0000	0.0000	0.0001	0.0000	0.0002			
RIVERDALE	0	65	0	65	83	0	4.5	292.5	374	57	43	213	161	0.0002	0.0001	0.0001	0.0001	0.0001	0.0004			
METRO RAIL LOTS																						
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	9885	12,646	57	43	7,208	5,438	0.0028	0.0026	0.0018	0.0044	0.0017	0.0088			
ARCHIVES	0	12	0	12	15	0	4.5	54	69	57	43	39	30	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
ARLING	0	10	0	10	13	0	4.5	45	58	57	43	33	25	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
BALLSTON	0	1175	0	1175	1503	0	4.5	5287.5	6,764	57	43	3,856	2,909	0.0031	0.0014	0.0009	0.0023	0.0018	0.0073			
BENN RD	0	520	0	520	665	0	4.5	2340	2,993	57	43	1,706	1,287	0.0014	0.0006	0.0004	0.0010	0.0008	0.0032			
BETH	0	395	0	395	505	0	4.5	1777.5	2,274	57	43	1,296	978	0.0011	0.0005	0.0003	0.0008	0.0006	0.0025			
BRADD RD	0	10	0	10	13	0	4.5	45	58	57	43	33	25	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
BROOKLAND	0	27	0	27	35	0	4.5	121.5	155	57	43	89	67	0.0001	0.0000	0.0000	0.0001	0.0000	0.0002			
CHEVERLY	0	557	0	557	713	0	4.5	2506.5	3,206	57	43	1,828	1,379	0.0015	0.0007	0.0004	0.0011	0.0009	0.0035			
CLARENDON	0	554	0	554	709	0	4.5	2493	3,189	57	43	1,818	1,371	0.0015	0.0007	0.0004	0.0011	0.0009	0.0034			
CLEVELAND PK	0	366	0	366	468	0	4.5	1647	2,107	57	43	1,201	906	0.0010	0.0004	0.0003	0.0007	0.0006	0.0023			
COURT HOUSE	0	256	0	256	327	0	4.5	1152	1,474	57	43	840	634	0.0007	0.0003	0.0002	0.0005	0.0004	0.0016			
CRYSTAL CITY	0	347	0	347	444	0	4.5	1561.5	1,998	57	43	1,139	859	0.0009	0.0004	0.0003	0.0007	0.0005	0.0022			
DEANWOOD	0	194	0	194	248	0	4.5	873	1,117	57	43	637	480	0.0005	0.0002	0.0002	0.0004	0.0003	0.0012			
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	6097.5	7,800	57	43	4,446	3,354	0.0034	0.0016	0.0011	0.0027	0.0020	0.0082			
DUPONT CIRCLE	0	165	0	165	211	0	4.5	742.5	950	57	43	541	408	0.0004	0.0002	0.0001	0.0003	0.0003	0.0010			
EASTERN MKT	0	178	0	178	228	0	4.5	801	1,025	57	43	584	441	0.0005	0.0002	0.0001	0.0004	0.0003	0.0011			
EAST FALLS CH	0	442	0	442	565	0	4.5	1989	2,544	57	43	1,450	1,094	0.0012	0.0005	0.0004	0.0009	0.0007	0.0028			
EIS	0	352	0	352	450	0	4.5	1584	2,026	57	43	1,155	871	0.0009	0.0004	0.0003	0.0007	0.0006	0.0022			
FARRAGUT NORTH	0	102	0	102	130	0	4.5	459	587	57	43	335	252	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006			
FARRAGUT WEST	0	221	0	221	283	0	4.5	994.5	1,272	57	43	725	547	0.0006	0.0003	0.0002	0.0004	0.0003	0.0014			
FEDERAL CENTER	0	75	0	75	96	0	4.5	337.5	432	57	43	246	186	0.0002	0.0001	0.0001	0.0001	0.0001	0.0005			
FEDERAL TRI	0	54	0	54	69	0	4.5	243	311	57	43	177	134	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003			
FOGGY	0	102	0	102	130	0	4.5	459	587	57	43	335	252	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006			
FORT TROTTER	0	445	0	445	569	0	4.5	2002.5	2,562	57	43	1,460	1,102	0.0012	0.0005	0.0004	0.0009	0.0007	0.0028			
FRH HEIGHTS	0	679	0	679	869	0	4.5	3055.5	3,909	57	43	2,228	1,681	0.0018	0.0008	0.0005	0.0014	0.0011	0.0042			
GALLERY PLACE	0	124	0	124	159	0	4.5	558	714	57	43	407	307	0.0003	0.0001	0.0001	0.0002	0.0002	0.0008			
GROSVENOR	0	716	0	716	916	0	4.5	3222	4,122	57	43	2,349	1,772	0.0019	0.0009	0.0006	0.0014	0.0011	0.0045			
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	23415	29,954	57	43	17,074	12,880	0.0066	0.0062	0.0042	0.0104	0.0039	0.0209			
JUD SQUARE	0	110	0	110	141	0	4.5	495	633	57	43	361	272	0.0003	0.0001	0.0001	0.0002	0.0002	0.0007			
KING ST	0	30	0	30	38	0	4.5	135	173	57	43	98	74	0.0001	0.0000	0.0000	0.0001	0.0000	0.0002			
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	14100	18,038	57	43	10,281	7,756	0.0044	0.0037	0.0025	0.0062	0.0026	0.0132			
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1332	1,704	57	43	971	733	0.0008	0.0004	0.0002	0.0006	0.0005	0.0018			
MCPHERSON SQ	0	52	0	52	67	0	4.5	234	299	57	43	171	129	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003			
MEDICAL CENTER	0	14	0	14	18	0	4.5	63	81	57	43	46	35	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001			
METRO CENTER	0	177	0	177	226	0	4.5	796.5	1,019	57	43	581	438	0.0005	0.0002	0.0001	0.0004	0.0003	0.0011			
MINNES	0	353	0	353	452	0	4.5	1588.5	2,032	57	43	1,158	874	0.0009	0.0004	0.0003	0.0007	0.0006	0.0022			
NAT AIR	0	87	0	87	111	0	4.5	391.5	501	57	43	285	215	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005			
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	15727.5	20,120	57	43	11,468	8,651	0.0042	0.0042	0.0028	0.0070	0.0025	0.0136			
PENTAGON	0	561	0	561	718	0	4.5	2524.5	3,229	57	43	1,841	1,389	0.0015	0.0007	0.0004	0.0011	0.0009	0.0035			

2010 VOC AIR QUALITY EMISSIONS INVENTORY
 AUTO ACCESS TO TRANSIT
 (8-HOUR OZONE AREA)
 2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	E M I S S I O N S																			HOT SOAK Rate (gm/mile)	TOTAL (tons/day)
	OUTSID E MSA	INSIDE MSA	2002		2010 INSIDE Growth Rate	2010 OUTSIDE Growth Rate	AVERAGE TRIP LENGTH	2002 VMT	2010 VMT	ARTERIAL %	FREEWAY VMT	ARTERIAL VMT	FREEWAY VMT	COLD START Rate (gm/mile)	RUNNING						
			Total												Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running				
																		1.28	1.28		
COMMUTER RAIL LOTS																					
PENTAGON CITY	0	381	0	381	487	0	4.5	1714.5	2,193	57	43	1,250	943	0.0010	0.0005	0.0003	0.0008	0.0006	0.0024		
POTOMAC AVE	0	533	0	533	682	0	4.5	2398.5	3,068	57	43	1,749	1,319	0.0014	0.0006	0.0004	0.0011	0.0008	0.0033		
ROCKVILLE	0	667	0	667	853	0	4.5	3001.5	3,840	57	43	2,189	1,651	0.0018	0.0008	0.0005	0.0013	0.0010	0.0042		
ROSSLYN	0	356	0	356	455	0	4.5	1602	2,049	57	43	1,168	881	0.0009	0.0004	0.0003	0.0007	0.0006	0.0022		
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	32527.5	41,611	57	43	23,718	17,893	0.0110	0.0086	0.0058	0.0144	0.0065	0.0318		
SILVER SPRING	0	44	0	44	56	0	4.5	198	253	57	43	144	109	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003		
SMITH MALL	0	120	0	120	154	0	4.5	540	691	57	43	394	297	0.0003	0.0001	0.0001	0.0002	0.0002	0.0007		
STADIUM ARM	0	976	0	976	1249	0	4.5	4392	5,619	57	43	3,203	2,416	0.0026	0.0012	0.0008	0.0019	0.0015	0.0061		
TAKOMA PK	0	146	0	146	187	0	4.5	657	840	57	43	479	361	0.0004	0.0002	0.0001	0.0003	0.0002	0.0009		
TENLEYTON	0	17	0	17	22	0	4.5	76.5	98	57	43	56	42	0.0000	0.0000	0.0000	0.0000	0.0000	0.0001		
TWINBROOK	0	1136	0	1136	1453	0	4.5	5112	6,540	57	43	3,728	2,812	0.0030	0.0014	0.0009	0.0023	0.0018	0.0071		
UNION STAT	0	378	0	378	484	0	4.5	1701	2,176	57	43	1,240	936	0.0010	0.0005	0.0003	0.0008	0.0006	0.0024		
VAN NESS	0	343	0	343	439	0	4.5	1543.5	1,975	57	43	1,125	849	0.0009	0.0004	0.0003	0.0007	0.0005	0.0021		
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	27982.5	35,797	57	43	20,404	15,393	0.0087	0.0074	0.0050	0.0124	0.0051	0.0262		
VA SQUARE	0	642	0	642	821	0	4.5	2889	3,696	57	43	2,107	1,589	0.0017	0.0008	0.0005	0.0013	0.0010	0.0040		
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	9823.5	12,567	57	43	7,163	5,404	0.0058	0.0026	0.0017	0.0043	0.0034	0.0136		
WHITE FLINT	0	1633	0	1633	2089	0	4.5	7348.5	9,401	57	43	5,358	4,042	0.0043	0.0019	0.0013	0.0033	0.0026	0.0102		
WOODLEY	0	68	0	68	87	0	4.5	306	391	57	43	223	168	0.0002	0.0001	0.0001	0.0001	0.0001	0.0004		
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	2850	3,646	57	43	2,078	1,568	0.0009	0.0008	0.0005	0.0013	0.0005	0.0026		
BUS & CAR POOL LOTS																					
CARTER BARRON	0	798	0	798	1021	0	4.5	3591	4,594	57	43	2,618	1,975	0.0021	0.0010	0.0006	0.0016	0.0013	0.0050		
PG PLAZA	0	47	0	47	60	0	4.5	211.5	271	57	43	154	116	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003		
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	450	576	57	43	328	248	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006		
CAP PLAZA	0	100	0	100	128	0	4.5	450	576	57	43	328	248	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006		
EASTOVER	0	100	0	100	128	0	4.5	450	576	57	43	328	248	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006		
FOUR MILE RUN	0	28	0	28	36	0	4.5	126	161	57	43	92	69	0.0001	0.0000	0.0000	0.0001	0.0000	0.0002		
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	2610	3,339	57	43	1,903	1,436	0.0015	0.0007	0.0005	0.0012	0.0009	0.0036		
SPRINGFIELD METH C	0	48	0	48	61	0	4.5	216	276	57	43	158	119	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003		
FRED ARMORY	0	33	0	33	42	0	7.5	247.5	317	57	43	180	136	0.0001	0.0001	0.0000	0.0001	0.0001	0.0002		
MYERSVILLE	0	65	0	65	83	0	7.5	487.5	624	57	43	355	268	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005		
ROSEMONT	0	45	0	45	58	0	7.5	337.5	432	57	43	246	186	0.0001	0.0001	0.0001	0.0001	0.0001	0.0003		
URBANA	0	193	0	193	247	0	7.5	1447.5	1,852	57	43	1,055	796	0.0005	0.0004	0.0003	0.0006	0.0003	0.0015		
JEFFERSON	0	40	0	40	51	0	7.5	300	384	57	43	219	165	0.0001	0.0001	0.0001	0.0001	0.0001	0.0003		
NORBECK RD	0	248	0	248	317	0	7.5	1860	2,379	57	43	1,356	1,023	0.0007	0.0005	0.0003	0.0008	0.0004	0.0019		
MONTROSE RD	0	650	0	650	832	0	7.5	4875	6,236	57	43	3,555	2,682	0.0017	0.0013	0.0009	0.0022	0.0010	0.0049		
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	3225	4,126	57	43	2,352	1,774	0.0009	0.0009	0.0006	0.0014	0.0005	0.0028		
COMUS ROAD	0	30	0	30	38	0	7.5	225	288	57	43	164	124	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2250	2,878	57	43	1,641	1,238	0.0008	0.0006	0.0004	0.0010	0.0005	0.0023		
BURTONSVILLE	0	500	0	500	640	0	7.5	3750	4,797	57	43	2,734	2,063	0.0013	0.0010	0.0007	0.0017	0.0008	0.0038		
FORCEY MEM.	0	200	0	200	256	0	7.5	1500	1,919	57	43	1,094	825	0.0005	0.0004	0.0003	0.0007	0.0003	0.0015		
TECH ROAD	0	155	0	155	198	0	7.5	1162.5	1,487	57	43	848	639	0.0004	0.0003	0.0002	0.0005	0.0002	0.0012		
BELTWAY	0	265	0	265	339	0	7.5	1987.5	2,543	57	43	1,449	1,093	0.0007	0.0005	0.0004	0.0009	0.0004	0.0020		
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	465	595	57	43	339	256	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005		
ACCOKEEK	0	450	0	450	576	0	7.5	3375	4,318	57	43	2,461	1,857	0.0012	0.0009	0.0006	0.0015	0.0007	0.0034		
ABC DRIVE IN	0	100	0	100	128	0	7.5	750	959	57	43	547	413	0.0003	0.0002	0.0001	0.0003	0.0002	0.0008		
BOWIE 20%	20	526	131	657	672	168	7.5	4927.5	6,304	57	43	3,593	2,711	0.0016	0.0013	0.0009	0.0022	0.0009	0.0047		
CLINTON 50%	50	212	212	424	271	271	7.5	3180	4,068	57	43	2,319	1,749	0.0008	0.0008	0.0006	0.0014	0.0005	0.0028		
OXON HILL 20%	20	519	130	649	664	166	7.5	4867.5	6,227	57	43	3,549	2,678	0.0016	0.0013	0.0009	0.0022	0.0009	0.0046		
EQUESTRIAN CENTER	50	150	150	300	192	192	7.5	2250	2,878	57	43	1,641	1,238	0.0006	0.0006	0.0004	0.0010	0.0004	0.0019		
BOWIE MARKET PLAC	0	50	0	50	64	0	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
FT WASHINGTON	0	412	0	412	527	0	7.5	3090	3,953	57	43	2,253	1,700	0.0011	0.0008	0.0005	0.0014	0.0006	0.0031		
MONTPELIER REC PAR	0	70	0	70	90	0	7.5	525	672	57	43	383	289	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005		
RESTON	0	1547	0	1547	1979	0	7.5	11602.5	14,843	57	43	8,460	6,382	0.0041	0.0031	0.0021	0.0051	0.0024	0.0117		
GREENBRIAR	0	55	0	55	70	0	7.5	412.5	528	57	43	301	227	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
FAIR OAKS	0	150	0	150	192	0	7.5	1125	1,439	57	43	820	619	0.0004	0.0003	0.0002	0.0005	0.0002	0.0011		
ROLLING VALLEY	0	628	0	628	803	0	7.5	4710	6,025	57	43	3,434	2,591	0.0017	0.0012	0.0008	0.0021	0.0010	0.0047		
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	1725	2,207	57	43	1,258	949	0.0006	0.0005	0.0003	0.0008	0.0004	0.0017		
FAIRLANES BOWL	0	35	0	35	45	0	7.5	262.5	336	57	43	191	144	0.0001	0.0001	0.0000	0.0001	0.0001	0.0003		
NOTTOWAY PARK																					

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(8-HOUR OZONE AREA)
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LOCATION	2002				2010 INSIDE Growth Rate	2010 OUTSIDE Growth Rate	AVERAGE TRIP LENGTH	2002 VMT	2010 VMT	E M I S S I O N S										HOT SOAK Rate (gm/mile)	TOTAL (tons/day)
	OUTSIDE E MSA	INSIDE MSA	OUTSIDE MSA	Total						ARTERIAL %	FREEWAY VMT	ARTERIAL VMT	FREEWAY VMT	COLD START Rate (gm/mile)	RUNNING						
															Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running				
					1.28	1.28								0.9436	0.1649	0.1465		0.5579			
COMMUTER RAIL LOTS																					
LAKE RIDGE	0	555	0	555	710	0	7.5	4162.5	5,325	57	43	3,035	2,290	0.0015	0.0011	0.0007	0.0018	0.0009	0.0042		
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	4200	5,373	57	43	3,063	2,310	0.0012	0.0011	0.0007	0.0019	0.0007	0.0038		
GORDON BLVD	0	156	0	156	200	0	7.5	1170	1,497	57	43	853	644	0.0004	0.0003	0.0002	0.0005	0.0002	0.0012		
HILLENDALE	0	248	0	248	317	0	7.5	1860	2,379	57	43	1,356	1,023	0.0007	0.0005	0.0003	0.0008	0.0004	0.0019		
POTOMAC MILLS	0	946	0	946	1210	0	7.5	7095	9,076	57	43	5,174	3,903	0.0025	0.0019	0.0013	0.0031	0.0015	0.0071		
								0	0												
								0	0												
PARK-AND-RIDE LOTS - MARYLAND																					
CALVERT COUNTY																					
Dunkirk	25	32	11	42	40	13	7.5	315	403	57	43	230	173	0.0001	0.0001	0.0001	0.0001	0.0001	0.0003		
Huntingtown	25	26	9	35	34	11	7.5	262.5	336	57	43	191	144	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
Lord Calvert Bowling Alley	25	83	28	110	106	35	7.5	825	1,055	57	43	602	454	0.0003	0.0002	0.0001	0.0004	0.0002	0.0008		
Lusby	25	23	8	30	29	10	7.5	225	288	57	43	164	124	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
North Beach VFD	25	53	18	70	67	22	7.5	525	672	57	43	383	289	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005		
Prince Frederick	25	53	18	70	67	22	7.5	525	672	57	43	383	289	0.0002	0.0001	0.0001	0.0002	0.0001	0.0005		
St. Leonard	25	38	13	50	48	16	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
Sunderland	25	80	27	106	102	34	7.5	795	1,017	57	43	580	437	0.0002	0.0002	0.0001	0.0004	0.0001	0.0007		
PARK-AND-RIDE LOTS - MARYLAND																					
CHARLES COUNTY																					
301 Park & Ride	25	287	96	383	367	122	7.5	2872.5	3,675	57	43	2,095	1,580	0.0009	0.0008	0.0005	0.0013	0.0005	0.0027		
Charles County Government Center	25	26	9	35	34	11	7.5	262.5	336	57	43	191	144	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
Food Lion Shopping Center	25	38	13	50	48	16	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
La Plata Armory	25	15	5	20	19	6	7.5	150	192	57	43	109	83	0.0000	0.0000	0.0000	0.0001	0.0000	0.0001		
Laurel Springs Regional	25	38	13	50	48	16	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
Life Wesleyan Church	25	38	13	50	48	16	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
Mattawoman-Beantown	25	435	145	580	556	185	7.5	4350	5,565	57	43	3,172	2,393	0.0014	0.0012	0.0008	0.0019	0.0008	0.0041		
Smallwood Village	25	75	25	100	96	32	7.5	750	959	57	43	547	413	0.0002	0.0002	0.0001	0.0003	0.0001	0.0007		
St. Charles Towne	25	263	88	350	336	112	7.5	2625	3,358	57	43	1,914	1,444	0.0008	0.0007	0.0005	0.0012	0.0005	0.0025		
PARK-AND-RIDE LOTS																					
	25	0	0		0	0	7.5	0	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
FREDERICK COUNTY																					
Frederick (north)	25	123	41	164	157	52	7.5	1230	1,573	57	43	897	677	0.0004	0.0003	0.0002	0.0005	0.0002	0.0012		
Frederick (south)	25	173	58	230	221	74	7.5	1725	2,207	57	43	1,258	949	0.0005	0.0005	0.0003	0.0008	0.0003	0.0016		
Monacacy Marcs	25	600	200	800	768	256	7.5	6000	7,676	57	43	4,375	3,300	0.0019	0.0016	0.0011	0.0027	0.0011	0.0056		
PARK-AND-RIDE LOTS - MARYLAND																					
MONTGOMERY COUNTY																					
Colesville	0	190	0	190	243	0	7.5	1425	1,823	57	43	1,039	784	0.0005	0.0004	0.0003	0.0006	0.0003	0.0014		
Damascus	50	0	0		0	0	7.5	0	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Gaithersburg	50	259	259	517	331	331	7.5	3877.5	4,960	57	43	2,827	2,133	0.0010	0.0010	0.0007	0.0017	0.0006	0.0034		
Gaithersburg	50	175	175	350	224	224	7.5	2625	3,358	57	43	1,914	1,444	0.0007	0.0007	0.0005	0.0012	0.0004	0.0023		
Germantown Town	50	0	0		0	0	7.5	0	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Greencastle	50	75	75	150	96	96	7.5	1125	1,439	57	43	820	619	0.0003	0.0003	0.0002	0.0005	0.0002	0.0010		
Milestone Shopping	50	88	88	175	112	112	7.5	1312.5	1,679	57	43	957	722	0.0003	0.0003	0.0002	0.0006	0.0002	0.0011		
PARK-AND-RIDE LOTS - MARYLAND																					
PRINCE GEORGE'S COUNTY																					
Hampton Mall	0	100	0	100	128	0	4.5	450	576	57	43	328	248	0.0003	0.0001	0.0001	0.0002	0.0002	0.0006		
Laurel (south)	25	513	171	684	656	219	7.5	5130	6,563	57	43	3,741	2,822	0.0016	0.0014	0.0009	0.0023	0.0009	0.0048		
PARK-AND-RIDE LOTS - VIRGINIA																					
ARLINGTON COUNTY																					
Ballston Public Parking Center	25	375	125	500	480	160	7.5	3750	4,797	57	43	2,734	2,063	0.0012	0.0010	0.0007	0.0017	0.0007	0.0035		
Washington-Lee	50	178	178	356	228	228	7.5	2670	3,416	57	43	1,947	1,469	0.0007	0.0007	0.0005	0.0012	0.0004	0.0023		
PARK-AND-RIDE LOTS - VIRGINIA																					
FAIRFAX COUNTY																					
American Legion	50	50	50	100	64	64	7.5	750	959	57	43	547	413	0.0002	0.0002	0.0001	0.0003	0.0001	0.0006		
Canterbury Woods Park	50	17	17	34	22	22	7.5	255	326	57	43	186	140	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
Centreville	50	185	185	370	237	237	7.5	2775	3,550	57	43	2,023	1,526	0.0007	0.0007	0.0005	0.0012	0.0004	0.0024		
Centreville United Methodist Church	50	74	74	147	94	94	7.5	1102.5	1,410	57	43	804	606	0.0003	0.0003	0.0002	0.0005	0.0002	0.0010		
Fairfax County Government Center	50	85	85	170	109	109	7.5	1275	1,631	57	43	930	701	0.0003	0.0003	0.0002	0.0006	0.0002	0.0011		
Greenbriar Park	50	28	28	55	35	35	7.5	412.5	528	57	43	301	227	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
Herndon-Monroe	50	873	873	1,745	1116	1116	7.5	13087.5	16,742	57	43	9,543	7,199	0.0035	0.0035	0.0023	0.0058	0.0021	0.0113		
Michael's	50	100	100	200	128	128	7.5	1500	1,919	57	43	1,094	825	0.0004	0.0004	0.0003	0.0007	0.0002	0.0013		
Parkwood Baptist	50	9	9	18	12	12	7.5	135	173	57	43	98	74	0.0000	0.0000	0.0000	0.0001	0.0000	0.0001		
South Run District Park	50	170	170	340	217	217	7.5	2550	3,262	57	43	1,859	1,403	0.0007	0.0007	0.0005	0.0011	0.0004	0.0022		

2010 VOC AIR QUALITY EMISSIONS INVENTORY
 AUTO ACCESS TO TRANSIT
 (8-HOUR OZONE AREA)
 2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	2002				2010 INSIDE Growth Rate	2010 OUTSIDE Growth Rate	AVERAGE TRIP LENGTH	2002 VMT	2010 VMT	E M I S S I O N S										HOT SOAK Rate (gm/mile)	TOTAL (tons/day)
	OUTSID E MSA	INSIDE MSA	OUTSIDE MSA	Total						Arterial %	FREEWAY VMT	Arterial VMT	FREEWAY VMT	COLD START Rate (gm/mile)	RUNNING						
															Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running				
				1.28	1.28									0.9436	0.1649	0.1465	0.5579				
COMMUTER RAIL LOTS																					
St Paul Chung Catholic	50	50	50	100	64	64	7.5	750	959	57	43	547	413	0.0002	0.0002	0.0001	0.0003	0.0001	0.0006		
Stringfellow Rd	50	181	181	361	231	231	7.5	2707.5	3,464	57	43	1,974	1,489	0.0007	0.0007	0.0005	0.0012	0.0004	0.0023		
Sully Station	50	70	70	140	90	90	7.5	1050	1,343	57	43	766	578	0.0003	0.0003	0.0002	0.0005	0.0002	0.0009		
Sydenstricker Rd	50	84	84	167	107	107	7.5	1252.5	1,602	57	43	913	689	0.0003	0.0003	0.0002	0.0006	0.0002	0.0011		
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003		
PARK-AND-RIDE LOTS - VIRGINIA																					
LOUDOUN COUNTY																					
Ashburn Farm	50	10	10	20	13	13	7.5	150	192	57	43	109	83	0.0000	0.0000	0.0000	0.0001	0.0000	0.0001		
Ashburn Village	50	20	20	40	26	26	7.5	300	384	57	43	219	165	0.0001	0.0001	0.0001	0.0001	0.0000	0.0003		
Cascades	50	28	28	55	35	35	7.5	412.5	528	57	43	301	227	0.0001	0.0001	0.0001	0.0002	0.0001	0.0004		
Dulles North Transit	50	375	375	750	480	480	7.5	5625	7,196	57	43	4,102	3,094	0.0015	0.0015	0.0010	0.0025	0.0009	0.0049		
Hamilton	50	25	25	50	32	32	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003		
Innovation Avenue	50	38	38	75	48	48	7.5	562.5	720	57	43	410	309	0.0001	0.0001	0.0001	0.0002	0.0001	0.0005		
Leesburg	50	25	25	50	32	32	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003		
Leesburg Kohls	50	600	600	1200	768	768	7.5	9000	11,513	57	43	6,563	4,951	0.0024	0.0024	0.0016	0.0040	0.0014	0.0078		
Purcellville	50	18	18	35	22	22	7.5	262.5	336	57	43	191	144	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
Sterling Park SC	50	23	23	45	29	29	7.5	337.5	432	57	43	246	186	0.0001	0.0001	0.0001	0.0001	0.0001	0.0003		
Sterling Shaw Rd	50	24	24	48	31	31	7.5	360	461	57	43	263	198	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003		
PARK-AND-RIDE LOTS - VIRGINIA																					
PRINCE WILLIAM COUNTY																					
Brittany	50	48	48	95	61	61	7.5	712.5	911	57	43	520	392	0.0002	0.0002	0.0001	0.0003	0.0001	0.0006		
Dale City	50	294	294	587	375	375	7.5	4402.5	5,632	57	43	3,210	2,422	0.0012	0.0012	0.0008	0.0019	0.0007	0.0038		
Harbor Drive	50	100	100	200	128	128	7.5	1500	1,919	57	43	1,094	825	0.0004	0.0004	0.0003	0.0007	0.0002	0.0013		
Lindendale	50	108	108	216	138	138	7.5	1620	2,072	57	43	1,181	891	0.0004	0.0004	0.0003	0.0007	0.0003	0.0014		
Montclair	50	25	25	50	32	32	7.5	375	480	57	43	273	206	0.0001	0.0001	0.0001	0.0002	0.0001	0.0003		
PRTC Transit Center	50	93	93	185	118	118	7.5	1387.5	1,775	57	43	1,012	763	0.0004	0.0004	0.0002	0.0006	0.0002	0.0012		
Tackett's Mill	50	85	85	169	108	108	7.5	1267.5	1,621	57	43	924	697	0.0003	0.0003	0.0002	0.0006	0.0002	0.0011		
Triangle	50	15	15	29	19	19	7.5	217.5	278	57	43	159	120	0.0001	0.0001	0.0000	0.0001	0.0000	0.0002		
I-95 / Rt 123	50	282	282	563	360	360	7.5	4222.5	5,402	57	43	3,079	2,323	0.0011	0.0011	0.0008	0.0019	0.0007	0.0037		
US 1 / VA 234	50	137	137	274	175	175	7.5	2055	2,629	57	43	1,498	1,130	0.0005	0.0005	0.0004	0.0009	0.0003	0.0018		
MARC TRAIN COMMUTER LOTS																					
College Park	25	431	144	574	551	184	7.5	4305	5,507	57	43	3,139	2,368	0.0013	0.0011	0.0008	0.0019	0.0008	0.0040		
Frederick	0	0	0	0	0	0	7.5	0	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Greenbelt	60	1346	2018	3364	1721	2582	7.5	25230	32,276	57	43	18,397	13,879	0.0063	0.0067	0.0045	0.0112	0.0037	0.0211		
Harpers Ferry	0	98	0	98	125	0	7.5	735	940	57	43	536	404	0.0003	0.0002	0.0001	0.0003	0.0002	0.0007		
Muirkirk	60	260	390	650	333	499	7.5	4875	6,236	57	43	3,555	2,682	0.0012	0.0013	0.0009	0.0022	0.0007	0.0041		
Seabrook	0	264	0	264	338	0	4.5	1188	1,520	57	43	866	653	0.0007	0.0003	0.0002	0.0005	0.0004	0.0016		
Silver Spring	0	0	0	0	0	0	4.5	0	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Union Station	0	781	0	781	999	0	7.5	5857.5	7,493	57	43	4,271	3,222	0.0021	0.0016	0.0010	0.0026	0.0012	0.0059		
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS																					
Backlick Road	50	110	110	220	141	141	7.5	1650	2,111	57	43	1,203	908	0.0004	0.0004	0.0003	0.0007	0.0003	0.0014		
Broad Run	50	198	198	396	253	253	7.5	2970	3,799	57	43	2,166	1,634	0.0008	0.0008	0.0005	0.0013	0.0005	0.0026		
Burke Center	50	275	275	550	352	352	7.5	4125	5,277	57	43	3,008	2,269	0.0011	0.0011	0.0007	0.0018	0.0006	0.0036		
Franconia/Springfield (or	50	1900	1900	3800	2431	2431	7.5	28500	36,459	57	43	20,782	15,677	0.0076	0.0076	0.0051	0.0126	0.0045	0.0247		
Lorton	50	100	100	200	128	128	7.5	1500	1,919	57	43	1,094	825	0.0004	0.0004	0.0003	0.0007	0.0002	0.0013		
Manassas	50	187	187	374	239	239	7.5	2805	3,588	57	43	2,045	1,543	0.0007	0.0007	0.0005	0.0012	0.0004	0.0024		
Manassas Park	50	150	150	300	192	192	7.5	2250	2,878	57	43	1,641	1,238	0.0006	0.0006	0.0004	0.0010	0.0004	0.0019		
Quantico	50	109	109	217	139	139	7.5	1627.5	2,082	57	43	1,187	895	0.0004	0.0004	0.0003	0.0007	0.0003	0.0014		
Rippon	50	150	150	300	192	192	7.5	2250	2,878	57	43	1,641	1,238	0.0006	0.0006	0.0004	0.0010	0.0004	0.0019		
Rolling Road	50	185	185	370	237	237	7.5	2775	3,550	57	43	2,023	1,526	0.0007	0.0007	0.0005	0.0012	0.0004	0.0024		
Woodbridge	50	294	294	588	376	376	7.5	4410	5,642	57	43	3,216	2,426	0.0012	0.0012	0.0008	0.0020	0.0007	0.0038		
METRO RAIL PARKING LOTS																					
Anacostia	25	861	287	1148	1101	367	7.5	8610	11,014	57	43	6,278	4,736	0.0027	0.0023	0.0015	0.0038	0.0016	0.0081		
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	24165	30,913	57	43	17,621	13,293	0.0064	0.0064	0.0043	0.0107	0.0038	0.0209		
Capitol Heights	50	194	194	387	248	248	7.5	2902.5	3,713	57	43	2,116	1,597	0.0008	0.0008	0.0005	0.0013	0.0005	0.0025		
College Park	25	465	155	620	595	198	7.5	4650	5,949	57	43	3,391	2,558	0.0014	0.0012	0.0008	0.0021	0.0009	0.0044		
Conaress Heights	0	66	0	66	84	0	4.5	297	380	57	43	217	163	0.0002	0.0001	0.0001	0.0001	0.0001	0.0004		
Deanwood	0	194	0	194	248	0	7.5	1455	1,861	57	43	1,061	800	0.0005	0.0004	0.0003	0.0006	0.0003	0.0015		
East Falls Church	50	221	221	442	283	283	7.5	3315	4,241	57	43	2,417	1,824	0.0009	0.0009	0.0006	0.0015	0.0005	0.0029		
Forest Glen	50	329	329	658	421	421	7.5	4935	6,313	57	43	3,598	2,715	0.0013	0.0013	0.0009	0.0022	0.0008	0.0043		
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	17878.5	22,871	57	43	13,037	9,835	0.0079	0.0047	0.0032	0.0079	0.0047	0.0205		
Glenmont	50	925	925	1850	1183	1183	4.5	8325	10,650	57	43	6,070	4,579	0.0037	0.0022	0.0015	0.0037	0.0022	0.0096		
Greenbelt	50	1783	1783	3565	2280	2280	7.5	26737.5	34,204	57	43	19,496	14,708	0.0071	0.0071	0.0048	0.0118	0.0042	0.0232		

2010 VOC AIR QUALITY EMISSIONS INVENTORY
 AUTO ACCESS TO TRANSIT
 (8-HOUR OZONE AREA)
 2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

										E M I S S I O N S									
LOCATION	OUTSID E MSA	INSIDE MSA	2002		2010 INSIDE	2010 OUTSIDE	AVERAGE TRIP LENGTH	2002 VMT	2010 VMT	ARTERIAL		FREEWAY		COLD START	RUNNING			HOT SOAK	TOTAL (tons/day)
			OUTSIDE MSA	Total						%		VMT	VMT		Arterial	Freeway	Total		
					1.28	1.28								0.9436	0.1649	0.1465		0.5579	
COMMUTER RAIL LOTS																			
Naylor Road	50	216	216	431	276	276	7.5	3232.5	4,135	57	43	2,357	1,778	0.0009	0.0009	0.0006	0.0014	0.0005	0.0028
Prince George's Plaza	25	927	309	1236	1186	395	7.5	9270	11,859	57	43	6,759	5,099	0.0029	0.0025	0.0016	0.0041	0.0017	0.0087
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	9810	12,550	57	43	7,153	5,396	0.0044	0.0026	0.0017	0.0043	0.0026	0.0113
Suitland	50	1033	1033	2065	1321	1321	4.5	9292.5	11,888	57	43	6,776	5,112	0.0041	0.0025	0.0017	0.0041	0.0024	0.0107
Van Dorn Street	50	204	204	407	260	260	4.5	1831.5	2,343	57	43	1,335	1,007	0.0008	0.0005	0.0003	0.0008	0.0005	0.0021
West Hyattsville	25	453	151	604	580	193	7.5	4530	5,795	57	43	3,303	2,492	0.0014	0.0012	0.0008	0.0020	0.0008	0.0042
Wheaton	25	759	253	1012	971	324	7.5	7590	9,710	57	43	5,534	4,175	0.0024	0.0020	0.0013	0.0034	0.0014	0.0071
		78629		29681	108,310	100587	37970	711714		910,469				0.2487	0.1887	0.1264	0.3151	0.1471	0.7109

Bold figures: New numbers taken from P & R directory

Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.0349077
Growth factor (2002-2010)	1.2792618

Table
2010 NOx AIR QUALITY EMISSIONS INVENTORY
AUTO ACCESS TO TRANSIT
(8-HOUR OZONE AREA)
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

12/10/07

													E M I S S I O N S				
LOCATION	OUTSIDE E MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	VMT	ARTERIAL		FREEWAY		COLD START Rate (gm/mile)	Arterial Rate (gm/mile)	RUNNING Freeway Rate (gm/mile)	Total Running Emission (tons/day)	TOTAL (tons/day)
			OUTSIDE E MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate			%	VMT	VMT						
					1.28	1.28							0.5180	0.3334	0.3474		
COMMUTER RAIL LOTS																	
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	57	43	2,226	1,679	0.0005	0.0016	0.0013	0.0029	0.0034
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	57	43	1,488	1,122	0.0003	0.0011	0.0009	0.0020	0.0023
DICKERSON	0	15	0	15	19	0	7.5	144	57	43	82	62	0.0000	0.0001	0.0000	0.0001	0.0001
BARNESVILLE	0	46	0	46	59	0	7.5	441	57	43	252	190	0.0001	0.0002	0.0001	0.0003	0.0004
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	57	43	2,111	1,592	0.0006	0.0016	0.0012	0.0028	0.0033
MET GROVE	0	352	0	352	450	0	7.5	3,377	57	43	1,925	1,452	0.0005	0.0014	0.0011	0.0025	0.0030
WAS GROVE	0	15	0	15	19	0	7.5	144	57	43	82	62	0.0000	0.0001	0.0000	0.0001	0.0001
GARRETT PARK	0	22	0	22	28	0	7.5	211	57	43	120	91	0.0000	0.0001	0.0001	0.0002	0.0002
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	57	43	2,051	1,547	0.0004	0.0015	0.0012	0.0027	0.0031
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	57	43	1,444	1,089	0.0004	0.0011	0.0008	0.0019	0.0023
KENSINGTON	0	45	0	45	58	0	7.5	432	57	43	246	186	0.0001	0.0002	0.0001	0.0003	0.0004
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	57	43	1,635	1,234	0.0004	0.0012	0.0009	0.0021	0.0025
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	57	43	1,531	1,155	0.0004	0.0011	0.0009	0.0020	0.0024
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	57	43	98	74	0.0000	0.0001	0.0001	0.0001	0.0002
RIVERDALE	0	65	0	65	83	0	4.5	374	57	43	213	161	0.0001	0.0002	0.0001	0.0003	0.0004
METRO RAIL LOTS																	
								0									
								0									
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	57	43	7,208	5,438	0.0015	0.0053	0.0042	0.0095	0.0110
ARCHIVES	0	12	0	12	15	0	4.5	69	57	43	39	30	0.0000	0.0000	0.0000	0.0001	0.0001
ARLING	0	10	0	10	13	0	4.5	58	57	43	33	25	0.0000	0.0000	0.0000	0.0000	0.0001
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	57	43	3,856	2,909	0.0017	0.0028	0.0022	0.0051	0.0068
BENN.RD	0	520	0	520	665	0	4.5	2,993	57	43	1,706	1,287	0.0008	0.0013	0.0010	0.0022	0.0030
BETH	0	395	0	395	505	0	4.5	2,274	57	43	1,296	978	0.0006	0.0010	0.0007	0.0017	0.0023
BRADD RD	0	10	0	10	13	0	4.5	58	57	43	33	25	0.0000	0.0000	0.0000	0.0000	0.0001
BROOKLAND	0	27	0	27	35	0	4.5	155	57	43	89	67	0.0000	0.0001	0.0001	0.0001	0.0002
CHEVERLY	0	557	0	557	713	0	4.5	3,206	57	43	1,828	1,379	0.0008	0.0013	0.0011	0.0024	0.0032
CLARENDON	0	554	0	554	709	0	4.5	3,189	57	43	1,818	1,371	0.0008	0.0013	0.0011	0.0024	0.0032
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	57	43	1,201	906	0.0005	0.0009	0.0007	0.0016	0.0021
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	57	43	840	634	0.0004	0.0006	0.0005	0.0011	0.0015
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	57	43	1,139	859	0.0005	0.0008	0.0007	0.0015	0.0020
DEANWOOD	0	194	0	194	248	0	4.5	1,117	57	43	637	480	0.0003	0.0005	0.0004	0.0008	0.0011
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	57	43	4,446	3,354	0.0019	0.0033	0.0026	0.0058	0.0077
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	57	43	541	408	0.0002	0.0004	0.0003	0.0007	0.0010
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	57	43	584	441	0.0003	0.0004	0.0003	0.0008	0.0010
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	57	43	1,450	1,094	0.0006	0.0011	0.0008	0.0019	0.0025
EIS	0	352	0	352	450	0	4.5	2,026	57	43	1,155	871	0.0005	0.0008	0.0007	0.0015	0.0020
FARRAGUT NORTH	0	102	0	102	130	0	4.5	587	57	43	335	252	0.0001	0.0002	0.0002	0.0004	0.0006
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	57	43	725	547	0.0003	0.0005	0.0004	0.0010	0.0013
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	57	43	246	186	0.0001	0.0002	0.0001	0.0003	0.0004
FEDERAL TRI	0	54	0	54	69	0	4.5	311	57	43	177	134	0.0001	0.0001	0.0001	0.0002	0.0003
FOGGY	0	102	0	102	130	0	4.5	587	57	43	335	252	0.0001	0.0002	0.0002	0.0004	0.0006
FORT TROTTER	0	445	0	445	569	0	4.5	2,562	57	43	1,460	1,102	0.0007	0.0011	0.0008	0.0019	0.0026
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	57	43	2,228	1,681	0.0010	0.0016	0.0013	0.0029	0.0039
GALLERY PLACE	0	124	0	124	159	0	4.5	714	57	43	407	307	0.0002	0.0003	0.0002	0.0005	0.0007
GROSVENOR	0	716	0	716	916	0	4.5	4,122	57	43	2,349	1,772	0.0010	0.0017	0.0014	0.0031	0.0041
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	57	43	17,074	12,880	0.0036	0.0125	0.0099	0.0224	0.0261
JUD SQUARE	0	110	0	110	141	0	4.5	633	57	43	361	272	0.0002	0.0003	0.0002	0.0005	0.0006
KING ST	0	30	0	30	38	0	4.5	173	57	43	98	74	0.0000	0.0001	0.0001	0.0001	0.0002
								0									
								0									
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	57	43	10,281	7,756	0.0024	0.0076	0.0059	0.0135	0.0159
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	57	43	971	733	0.0004	0.0007	0.0006	0.0013	0.0017
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	57	43	171	129	0.0001	0.0001	0.0001	0.0002	0.0003

Table
2010 NOx AIR QUALITY EMISSIONS INVENTORY
AUTO ACCESS TO TRANSIT
(8-HOUR OZONE AREA)
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

12/10/07

LOCATION	OUTSIDE E MSA (%)	2002			2010		AVERAGE TRIP LENGTH	VMT	ARTERIAL		FREEWAY		E M I S S I O N S				
		INSIDE MSA	OUTSIDE E MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate			%	VMT	VMT	VMT	COLD START	Arterial	Freeway	Total Running	TOTAL
													Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	Emission (tons/day)	(tons/day)
					1.28	1.28							0.5180	0.3334	0.3474		
COMMUTER RAIL LOTS																	
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	57	43	46	35	0.0000	0.0000	0.0000	0.0001	0.0001
METRO CENTER	0	177	0	177	226	0	4.5	1,019	57	43	581	438	0.0003	0.0004	0.0003	0.0008	0.0010
MINNES	0	353	0	353	452	0	4.5	2,032	57	43	1,158	874	0.0005	0.0009	0.0007	0.0015	0.0020
NAT AIR	0	87	0	87	111	0	4.5	501	57	43	285	215	0.0001	0.0002	0.0002	0.0004	0.0005
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	57	43	11,468	8,651	0.0023	0.0084	0.0066	0.0151	0.0174
PRNTAGON	0	561	0	561	718	0	4.5	3,229	57	43	1,841	1,389	0.0008	0.0014	0.0011	0.0024	0.0032
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	57	43	1,250	943	0.0006	0.0009	0.0007	0.0016	0.0022
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	57	43	1,749	1,319	0.0008	0.0013	0.0010	0.0023	0.0031
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	57	43	2,189	1,651	0.0010	0.0016	0.0013	0.0029	0.0038
ROSSLYN	0	356	0	356	455	0	4.5	2,049	57	43	1,168	881	0.0005	0.0009	0.0007	0.0015	0.0021
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	57	43	23,718	17,893	0.0060	0.0174	0.0137	0.0311	0.0372
SILVER SPRING	0	44	0	44	56	0	4.5	253	57	43	144	109	0.0001	0.0001	0.0001	0.0002	0.0003
SMITH MALL	0	120	0	120	154	0	4.5	691	57	43	394	297	0.0002	0.0003	0.0002	0.0005	0.0007
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	57	43	3,203	2,416	0.0014	0.0024	0.0019	0.0042	0.0056
TAKOMA PK	0	146	0	146	187	0	4.5	840	57	43	479	361	0.0002	0.0004	0.0003	0.0006	0.0008
TENLEYTON	0	17	0	17	22	0	4.5	98	57	43	56	42	0.0000	0.0000	0.0000	0.0001	0.0001
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	57	43	3,728	2,812	0.0017	0.0027	0.0022	0.0049	0.0066
UNION STAT	0	378	0	378	484	0	4.5	2,176	57	43	1,240	936	0.0006	0.0009	0.0007	0.0016	0.0022
VAN NESS	0	343	0	343	439	0	4.5	1,975	57	43	1,125	849	0.0005	0.0008	0.0007	0.0015	0.0020
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	57	43	20,404	15,393	0.0048	0.0150	0.0118	0.0268	0.0316
VA SQUARE	0	642	0	642	821	0	4.5	3,696	57	43	2,107	1,589	0.0009	0.0015	0.0012	0.0028	0.0037
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	57	43	7,163	5,404	0.0032	0.0053	0.0041	0.0094	0.0126
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	57	43	5,358	4,042	0.0024	0.0039	0.0031	0.0070	0.0094
WOODLEY	0	68	0	68	87	0	4.5	391	57	43	223	168	0.0001	0.0002	0.0001	0.0003	0.0004
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	57	43	2,078	1,568	0.0005	0.0015	0.0012	0.0027	0.0032
BUS & CAR POOL LOTS																	
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	57	43	2,618	1,975	0.0012	0.0019	0.0015	0.0034	0.0046
PG PLAZA	0	47	0	47	60	0	4.5	271	57	43	154	116	0.0001	0.0001	0.0001	0.0002	0.0003
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	57	43	328	248	0.0001	0.0002	0.0002	0.0004	0.0006
CAP PLAZA	0	100	0	100	128	0	4.5	576	57	43	328	248	0.0001	0.0002	0.0002	0.0004	0.0006
EASTOVER	0	100	0	100	128	0	4.5	576	57	43	328	248	0.0001	0.0002	0.0002	0.0004	0.0006
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	57	43	92	69	0.0000	0.0001	0.0001	0.0001	0.0002
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	57	43	1,903	1,436	0.0008	0.0014	0.0011	0.0025	0.0033
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	57	43	158	119	0.0001	0.0001	0.0001	0.0002	0.0003
FRED ARMORY	0	33	0	33	42	0	7.5	317	57	43	180	136	0.0000	0.0001	0.0001	0.0002	0.0003
MYERSVILLE	0	65	0	65	83	0	7.5	624	57	43	355	268	0.0001	0.0003	0.0002	0.0005	0.0006
ROSEMONT	0	45	0	45	58	0	7.5	432	57	43	246	186	0.0001	0.0002	0.0001	0.0003	0.0004
URBANA	0	193	0	193	247	0	7.5	1,852	57	43	1,055	796	0.0003	0.0008	0.0006	0.0014	0.0017
JEFFERSON	0	40	0	40	51	0	7.5	384	57	43	219	165	0.0001	0.0002	0.0001	0.0003	0.0003
NORBECK RD	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,023	0.0004	0.0010	0.0008	0.0018	0.0021
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	57	43	3,555	2,682	0.0009	0.0026	0.0021	0.0047	0.0056
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	57	43	2,352	1,774	0.0005	0.0017	0.0014	0.0031	0.0036
COMUS ROAD	0	30	0	30	38	0	7.5	288	57	43	164	124	0.0000	0.0001	0.0001	0.0002	0.0003
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	57	43	1,641	1,238	0.0004	0.0012	0.0009	0.0022	0.0026
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	57	43	2,734	2,063	0.0007	0.0020	0.0016	0.0036	0.0043
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	57	43	1,094	825	0.0003	0.0008	0.0006	0.0014	0.0017
TECH ROAD	0	155	0	155	198	0	7.5	1,487	57	43	848	639	0.0002	0.0006	0.0005	0.0011	0.0013
BELTWAY	0	265	0	265	339	0	7.5	2,543	57	43	1,449	1,093	0.0004	0.0011	0.0008	0.0019	0.0023
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	57	43	339	256	0.0001	0.0002	0.0002	0.0004	0.0005
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	57	43	2,461	1,857	0.0007	0.0018	0.0014	0.0032	0.0039
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	57	43	547	413	0.0001	0.0004	0.0003	0.0007	0.0009
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	57	43	3,593	2,711	0.0009	0.0026	0.0021	0.0047	0.0056
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	57	43	2,319	1,749	0.0005	0.0017	0.0013	0.0030	0.0035

Table
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AUTO ACCESS TO TRANSIT
(8-HOUR OZONE AREA)
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

12/10/07

													E M I S S I O N S				
LOCATION	OUTSIDE E MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	VMT	ARTERIAL		FREEWAY		COLD START Rate (gm/mile)	Arterial Rate (gm/mile)	RUNNING Freeway Rate (gm/mile)	Total Running Emission (tons/day)	TOTAL (tons/day)
			E MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate			%	VMT	VMT						
					1.28	1.28							0.5180	0.3334	0.3474		
COMMUTER RAIL LOTS																	
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	57	43	3,549	2,678	0.0009	0.0026	0.0021	0.0047	0.0055
EQUESTRIAN CENTER	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,238	0.0003	0.0012	0.0009	0.0022	0.0025
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
FT. WASHINGTON	0	412	0	412	527	0	7.5	3,953	57	43	2,253	1,700	0.0006	0.0017	0.0013	0.0030	0.0036
MONTPELIER REC PAR	0	70	0	70	90	0	7.5	672	57	43	383	289	0.0001	0.0003	0.0002	0.0005	0.0006
RESTON	0	1547	0	1547	1979	0	7.5	14,843	57	43	8,460	6,382	0.0023	0.0062	0.0049	0.0111	0.0134
GREENBRIAR	0	55	0	55	70	0	7.5	528	57	43	301	227	0.0001	0.0002	0.0002	0.0004	0.0005
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	57	43	820	619	0.0002	0.0006	0.0005	0.0011	0.0013
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	57	43	3,434	2,591	0.0009	0.0025	0.0020	0.0045	0.0054
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	57	43	1,258	949	0.0003	0.0009	0.0007	0.0017	0.0020
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	57	43	191	144	0.0001	0.0001	0.0001	0.0003	0.0003
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	57	43	77	58	0.0000	0.0001	0.0000	0.0001	0.0001
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	57	43	13,109	9,889	0.0035	0.0096	0.0076	0.0172	0.0207
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	57	43	3,035	2,290	0.0008	0.0022	0.0018	0.0040	0.0048
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	57	43	3,063	2,310	0.0007	0.0023	0.0018	0.0040	0.0047
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	57	43	853	644	0.0002	0.0006	0.0005	0.0011	0.0013
HILLENDALE	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,023	0.0004	0.0010	0.0008	0.0018	0.0021
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	57	43	5,174	3,903	0.0014	0.0038	0.0030	0.0068	0.0082
								0									
								0									
PARK-AND-RIDE LOTS - MARYLAND																	
								0									
CALVERT COUNTY																	
Dunkirk	25	32	11	42	40	13	7.5	403	57	43	230	173	0.0001	0.0002	0.0001	0.0003	0.0004
Huntingtown	25	26	9	35	34	11	7.5	336	57	43	191	144	0.0000	0.0001	0.0001	0.0003	0.0003
Lord Calvert Bowling Alley	25	83	28	110	106	35	7.5	1,055	57	43	602	454	0.0001	0.0004	0.0003	0.0008	0.0009
Lusby	25	23	8	30	29	10	7.5	288	57	43	164	124	0.0000	0.0001	0.0001	0.0002	0.0003
North Beach VFD	25	53	18	70	67	22	7.5	672	57	43	383	289	0.0001	0.0003	0.0002	0.0005	0.0006
Prince Frederick	25	53	18	70	67	22	7.5	672	57	43	383	289	0.0001	0.0003	0.0002	0.0005	0.0006
St. Leonard	25	38	13	50	48	16	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
Sunderland	25	80	27	106	102	34	7.5	1,017	57	43	580	437	0.0001	0.0004	0.0003	0.0008	0.0009
PARK-AND-RIDE LOTS - MARYLAND																	
								0									
CHARLES COUNTY																	
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	57	43	2,095	1,580	0.0005	0.0015	0.0012	0.0027	0.0032
Charles County Governm	25	26	9	35	34	11	7.5	336	57	43	191	144	0.0000	0.0001	0.0001	0.0003	0.0003
Food Lion Shopping Cent	25	38	13	50	48	16	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
La Plata Armory	25	15	5	20	19	6	7.5	192	57	43	109	83	0.0000	0.0001	0.0001	0.0001	0.0002
Laurel Springs Regional F	25	38	13	50	48	16	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
Mattawoman-Beantown R	25	435	145	580	556	185	7.5	5,565	57	43	3,172	2,393	0.0007	0.0023	0.0018	0.0042	0.0049
Smallwood Village	25	75	25	100	96	32	7.5	959	57	43	547	413	0.0001	0.0004	0.0003	0.0007	0.0008
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	57	43	1,914	1,444	0.0004	0.0014	0.0011	0.0025	0.0030
PARK-AND-RIDE LOTS - MARYLAND																	
								0									
FREDERICK COUNTY																	
								0									
Frederick (north)	25	123	41	164	157	52	7.5	1,573	57	43	897	677	0.0002	0.0007	0.0005	0.0012	0.0014
Frederick (south)	25	173	58	230	221	74	7.5	2,207	57	43	1,258	949	0.0003	0.0009	0.0007	0.0017	0.0019
Monacacy Marcs	25	600	200	800	768	256	7.5	7,676	57	43	4,375	3,300	0.0010	0.0032	0.0025	0.0057	0.0068
PARK-AND-RIDE LOTS - MARYLAND																	
								0									
MONTGOMERY COUNTY																	
								0									
Colesville	0	190	0	190	243	0	7.5	1,823	57	43	1,039	784	0.0003	0.0008	0.0006	0.0014	0.0016
Damascus	50	0	0		0	0	7.5	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Gaithersburg	50	259	259	517	331	331	7.5	4,960	57	43	2,827	2,133	0.0006	0.0021	0.0016	0.0037	0.0043
Gaithersburg	50	175	175	350	224	224	7.5	3,358	57	43	1,914	1,444	0.0004	0.0014	0.0011	0.0025	0.0029
Germantown Town	50	0	0		0	0	7.5	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Greencastle	50	75	75	150	96	96	7.5	1,439	57	43	820	619	0.0002	0.0006	0.0005	0.0011	0.0012
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	57	43	957	722	0.0002	0.0007	0.0006	0.0013	0.0014

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 AUTO ACCESS TO TRANSIT
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LOCATION	OUTSIDE E MSA (%)	2002			2010		AVERAGE TRIP LENGTH	VMT	ARTERIAL		FREEWAY		E M I S S I O N S				TOTAL (tons/day)
		INSIDE MSA	OUTSIDE E MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate			%	VMT	VMT	VMT	COLD START	Arterial	Freeway	Total	
													Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	Running Emission (tons/day)	
					1.28	1.28							0.5180	0.3334	0.3474		
COMMUTER RAIL LOTS																	
PARK-AND-RIDE LOTS - MAYLAND								0									
PRINCE GEORGE'S COUNTY								0									
Hampton Mall	0	100	0	100	128	0	4.5	576	57	43	328	248	0.0001	0.0002	0.0002	0.0004	0.0006
Laurel (south)	25	513	171	684	656	219	7.5	6,563	57	43	3,741	2,822	0.0009	0.0027	0.0022	0.0049	0.0058
PARK-AND-RIDE LOTS - VIRGINIA								0									
ARLINGTON COUNTY								0									
Ballston Public Parking G	25	375	125	500	480	160	7.5	4,797	57	43	2,734	2,063	0.0006	0.0020	0.0016	0.0036	0.0042
Washington-Lee	50	178	178	356	228	228	7.5	3,416	57	43	1,947	1,469	0.0004	0.0014	0.0011	0.0026	0.0029
PARK-AND-RIDE LOTS - VIRGINIA								0									
FAIRFAX COUNTY								0									
American Legion	50	50	50	100	64	64	7.5	959	57	43	547	413	0.0001	0.0004	0.0003	0.0007	0.0008
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	57	43	186	140	0.0000	0.0001	0.0001	0.0002	0.0003
Centreville	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,526	0.0004	0.0015	0.0012	0.0027	0.0031
Centreville United Method	50	74	74	147	94	94	7.5	1,410	57	43	804	606	0.0002	0.0006	0.0005	0.0011	0.0012
Fairfax County Governme	50	85	85	170	109	109	7.5	1,631	57	43	930	701	0.0002	0.0007	0.0005	0.0012	0.0014
Greenbriar Park	50	28	28	55	35	35	7.5	528	57	43	301	227	0.0001	0.0002	0.0002	0.0004	0.0005
Herdon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	57	43	9,543	7,199	0.0019	0.0070	0.0055	0.0125	0.0144
Michael's	50	100	100	200	128	128	7.5	1,919	57	43	1,094	825	0.0002	0.0008	0.0006	0.0014	0.0017
Parkwood Baptist	50	9	9	18	12	12	7.5	173	57	43	98	74	0.0000	0.0001	0.0001	0.0001	0.0001
South Run District Pk	50	170	170	340	217	217	7.5	3,262	57	43	1,859	1,403	0.0004	0.0014	0.0011	0.0024	0.0028
St Paul Chung Catholic C	50	50	50	100	64	64	7.5	959	57	43	547	413	0.0001	0.0004	0.0003	0.0007	0.0008
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	57	43	1,974	1,489	0.0004	0.0015	0.0011	0.0026	0.0030
Sully Station	50	70	70	140	90	90	7.5	1,343	57	43	766	578	0.0002	0.0006	0.0004	0.0010	0.0012
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	57	43	913	689	0.0002	0.0007	0.0005	0.0012	0.0014
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
PARK-AND-RIDE LOTS - VIRGINIA								0									
LOUDOUN COUNTY								0									
Ashburn Farm	50	10	10	20	13	13	7.5	192	57	43	109	83	0.0000	0.0001	0.0001	0.0001	0.0002
Ashburn Village	50	20	20	40	26	26	7.5	384	57	43	219	165	0.0000	0.0002	0.0001	0.0003	0.0003
Cascades	50	28	28	55	35	35	7.5	528	57	43	301	227	0.0001	0.0002	0.0002	0.0004	0.0005
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	57	43	4,102	3,094	0.0008	0.0030	0.0024	0.0054	0.0062
Hamilton	50	25	25	50	32	32	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
Innovation Avenue	50	38	38	75	48	48	7.5	720	57	43	410	309	0.0001	0.0003	0.0002	0.0005	0.0006
Leesburg	50	25	25	50	32	32	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	57	43	6,563	4,951	0.0013	0.0048	0.0038	0.0086	0.0099
Purcellville	50	18	18	35	22	22	7.5	336	57	43	191	144	0.0000	0.0001	0.0001	0.0003	0.0003
Sterling Park SC	50	23	23	45	29	29	7.5	432	57	43	246	186	0.0000	0.0002	0.0001	0.0003	0.0004
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	57	43	263	198	0.0001	0.0002	0.0002	0.0003	0.0004
PARK-AND-RIDE LOTS - VIRGINIA								0									
PRINCE WILLIAM COUNTY								0									
Brittany	50	48	48	95	61	61	7.5	911	57	43	520	392	0.0001	0.0004	0.0003	0.0007	0.0008
Dale City	50	294	294	587	375	375	7.5	5,632	57	43	3,210	2,422	0.0006	0.0024	0.0019	0.0042	0.0049
Harbor Drive	50	100	100	200	128	128	7.5	1,919	57	43	1,094	825	0.0002	0.0008	0.0006	0.0014	0.0017
Lindendale	50	108	108	216	138	138	7.5	2,072	57	43	1,181	891	0.0002	0.0009	0.0007	0.0016	0.0018
Montclair	50	25	25	50	32	32	7.5	480	57	43	273	206	0.0001	0.0002	0.0002	0.0004	0.0004
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	57	43	1,012	763	0.0002	0.0007	0.0006	0.0013	0.0015
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	57	43	924	697	0.0002	0.0007	0.0005	0.0012	0.0014
Triangle	50	15	15	29	19	19	7.5	278	57	43	159	120	0.0000	0.0001	0.0001	0.0002	0.0002
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	57	43	3,079	2,323	0.0006	0.0023	0.0018	0.0040	0.0047
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	57	43	1,498	1,130	0.0003	0.0011	0.0009	0.0020	0.0023
MARC TRAIN COMMUTER LOTS								0									
College Park	25	431	144	574	551	184	7.5	5,507	57	43	3,139	2,368	0.0007	0.0023	0.0018	0.0041	0.0049
Frederick	0	0	0	0	0	0	7.5	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000

2010 NO_x AIR QUALITY EMISSIONS INVENTORY
 AUTO ACCESS TO TRANSIT
 (8-HOUR OZONE AREA)
 2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	OUTSIDE E MSA (%)	2002			2010		AVERAGE TRIP LENGTH	VMT	ARTERIAL/FREEWAY				E M I S S I O N S				
		INSIDE MSA	OUTSIDE E MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate			% Arterial	VMT Arterial	VMT Freeway	COLD START Rate (gm/mile)	RUNNING		Total Running Emission (tons/day)	TOTAL (tons/day)	
													Rate (gm/mile)	Rate (gm/mile)			Rate (gm/mile)
					1.28	1.28						0.5180	0.3334	0.3474			
COMMUTER RAIL LOTS																	
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	57	43	18,397	13,879	0.0034	0.0135	0.0106	0.0242	0.0276
Harpers Ferry		98	0	98	125	0	7.5	940	57	43	536	404	0.0001	0.0004	0.0003	0.0007	0.0008
Muirkirk	60	260	390	650	333	499	7.5	6,236	57	43	3,555	2,682	0.0007	0.0026	0.0021	0.0047	0.0053
Seabrook	0	264	0	264	338	0	4.5	1,520	57	43	866	653	0.0004	0.0006	0.0005	0.0011	0.0015
Silver Spring	0	0	0	0	0	0	4.5	0	57	43	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Union Station	0	781	0	781	999	0	7.5	7,493	57	43	4,271	3,222	0.0011	0.0031	0.0025	0.0056	0.0067
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS																	
Backlick Road	50	110	110	220	141	141	7.5	2,111	57	43	1,203	908	0.0002	0.0009	0.0007	0.0016	0.0018
Broad Run	50	198	198	396	253	253	7.5	3,799	57	43	2,166	1,634	0.0004	0.0016	0.0013	0.0028	0.0033
Burke Center	50	275	275	550	352	352	7.5	5,277	57	43	3,008	2,269	0.0006	0.0022	0.0017	0.0039	0.0046
Franconia/Springfield (op	50	1900	1900	3800	2431	2431	7.5	36,459	57	43	20,782	15,677	0.0042	0.0153	0.0120	0.0273	0.0314
Lorton	50	100	100	200	128	128	7.5	1,919	57	43	1,094	825	0.0002	0.0008	0.0006	0.0014	0.0017
Manassas	50	187	187	374	239	239	7.5	3,588	57	43	2,045	1,543	0.0004	0.0015	0.0012	0.0027	0.0031
Manassas Park	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,238	0.0003	0.0012	0.0009	0.0022	0.0025
Quantico	50	109	109	217	139	139	7.5	2,082	57	43	1,187	895	0.0002	0.0009	0.0007	0.0016	0.0018
Rippon	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,238	0.0003	0.0012	0.0009	0.0022	0.0025
Rolling Road	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,526	0.0004	0.0015	0.0012	0.0027	0.0031
Woodbridge	50	294	294	588	376	376	7.5	5,642	57	43	3,216	2,426	0.0006	0.0024	0.0019	0.0042	0.0049
METRO RAIL PARKING LOTS																	
Anacostia	25	861	287	1148	1101	367	7.5	11,014	57	43	6,278	4,736	0.0015	0.0046	0.0036	0.0082	0.0097
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	57	43	17,621	13,293	0.0035	0.0130	0.0102	0.0231	0.0267
Capitol Heights	50	194	194	387	248	248	7.5	3,713	57	43	2,116	1,597	0.0004	0.0016	0.0012	0.0028	0.0032
College Park	25	465	155	620	595	198	7.5	5,949	57	43	3,391	2,558	0.0008	0.0025	0.0020	0.0045	0.0052
Congress Heights	0	66	0	66	84	0	4.5	380	57	43	217	163	0.0001	0.0002	0.0001	0.0003	0.0004
Deanwood	0	194	0	194	248	0	7.5	1,861	57	43	1,061	800	0.0003	0.0008	0.0006	0.0014	0.0017
East Falls Church	50	221	221	442	283	283	7.5	4,241	57	43	2,417	1,824	0.0005	0.0018	0.0014	0.0032	0.0037
Forest Glen	50	329	329	658	421	421	7.5	6,313	57	43	3,598	2,715	0.0007	0.0026	0.0021	0.0047	0.0054
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	57	43	13,037	9,835	0.0044	0.0096	0.0075	0.0171	0.0215
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	57	43	6,070	4,579	0.0020	0.0045	0.0035	0.0080	0.0100
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	57	43	19,496	14,708	0.0039	0.0143	0.0113	0.0256	0.0295
Naylor Road	50	216	216	431	276	276	7.5	4,135	57	43	2,357	1,778	0.0005	0.0017	0.0014	0.0031	0.0036
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	57	43	6,759	5,099	0.0016	0.0050	0.0039	0.0089	0.0105
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	57	43	7,153	5,396	0.0024	0.0053	0.0041	0.0094	0.0118
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	57	43	6,776	5,112	0.0023	0.0050	0.0039	0.0089	0.0112
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	57	43	1,335	1,007	0.0004	0.0010	0.0008	0.0018	0.0022
West Hyattsville	25	453	151	604	580	193	7.5	5,795	57	43	3,303	2,492	0.0008	0.0024	0.0019	0.0043	0.0051
Wheaton	25	759	253	1012	971	324	7.5	9,710	57	43	5,534	4,175	0.0013	0.0041	0.0032	0.0073	0.0086
												0.1366	0.3815	0.2998	0.6813	0.8178	

Bold figures: New numbers taken from P & R directory
 Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.0349077
Growth factor (2002-2010)	1.2792618

G-13

SEASON 1 (Jan-Apr)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S							
LOCATION		2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL	FREEWAY	ARTERIAL	Adj.Art	FREEWAY	Adj.Fwy	COLD START	RUNNING			TOTAL		
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE											Rate (gm/mile)	Rate (gm/mile)		Rate (gm/mile)	Total Running Emission (tons/day)
					Growth Rate	Growth Rate															
					1.28	1.28						Wk Days =	120		0.7816	0.4666	0.4906				
COMMUTER RAIL LOTS												Seasonal adj =	0.9216								
MINNES	0	353	0	353	452	0	4.5	2,032	57	43	1,158	1,067	874	805	0.0006	0.0011	0.0009	0.0020	0.0026		
NAT AIR	0	87	0	87	111	0	4.5	501	57	43	285	263	215	198	0.0001	0.0003	0.0002	0.0005	0.0006		
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	57	43	11,468	10,569	8,651	7,973	0.0027	0.0109	0.0086	0.0195	0.0222		
PRNTAGON	0	561	0	561	718	0	4.5	3,229	57	43	1,841	1,696	1,389	1,280	0.0010	0.0017	0.0014	0.0031	0.0041		
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	57	43	1,250	1,152	943	869	0.0007	0.0012	0.0009	0.0021	0.0028		
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	57	43	1,749	1,612	1,319	1,216	0.0009	0.0017	0.0013	0.0030	0.0039		
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	57	43	2,189	2,017	1,651	1,522	0.0011	0.0021	0.0016	0.0037	0.0049		
ROSSLYN	0	356	0	356	455	0	4.5	2,049	57	43	1,168	1,077	881	812	0.0006	0.0011	0.0009	0.0020	0.0026		
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	57	43	23,718	21,859	17,893	16,490	0.0071	0.0225	0.0178	0.0403	0.0474		
SILVER SPRING	0	44	0	44	56	0	4.5	253	57	43	144	133	109	100	0.0001	0.0001	0.0001	0.0002	0.0003		
SMITH MALL	0	120	0	120	154	0	4.5	691	57	43	394	363	297	274	0.0002	0.0004	0.0003	0.0007	0.0009		
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	57	43	3,203	2,951	2,416	2,227	0.0017	0.0030	0.0024	0.0054	0.0071		
TAKOMA PK	0	146	0	146	187	0	4.5	840	57	43	479	442	361	333	0.0003	0.0005	0.0004	0.0008	0.0011		
TENLEYTON	0	17	0	17	22	0	4.5	98	57	43	56	51	42	39	0.0000	0.0001	0.0000	0.0001	0.0001		
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	57	43	3,728	3,435	2,812	2,592	0.0020	0.0035	0.0028	0.0063	0.0083		
UNION STAT	0	378	0	378	484	0	4.5	2,176	57	43	1,240	1,143	936	862	0.0007	0.0012	0.0009	0.0021	0.0028		
VAN NESS	0	343	0	343	439	0	4.5	1,975	57	43	1,125	1,037	849	782	0.0006	0.0011	0.0008	0.0019	0.0025		
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	57	43	20,404	18,805	15,393	14,186	0.0056	0.0193	0.0153	0.0347	0.0403		
VA SQUARE	0	642	0	642	821	0	4.5	3,696	57	43	2,107	1,941	1,589	1,465	0.0011	0.0020	0.0016	0.0036	0.0047		
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	57	43	7,163	6,602	5,404	4,980	0.0038	0.0068	0.0054	0.0122	0.0159		
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	57	43	5,358	4,938	4,042	3,725	0.0028	0.0051	0.0040	0.0091	0.0119		
WOODLEY	0	68	0	68	87	0	4.5	391	57	43	223	206	168	155	0.0001	0.0002	0.0002	0.0004	0.0005		
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	57	43	2,078	1,915	1,568	1,445	0.0006	0.0020	0.0016	0.0035	0.0041		
BUS & CAR POOL LOTS																					
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	57	43	2,618	2,413	1,975	1,820	0.0014	0.0025	0.0020	0.0045	0.0058		
PG PLAZA	0	47	0	47	60	0	4.5	271	57	43	154	142	116	107	0.0001	0.0001	0.0001	0.0003	0.0003		
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	57	43	328	302	248	228	0.0002	0.0003	0.0002	0.0006	0.0007		
CAP PLAZA	0	100	0	100	128	0	4.5	576	57	43	328	302	248	228	0.0002	0.0003	0.0002	0.0006	0.0007		
EASTOVER	0	100	0	100	128	0	4.5	576	57	43	328	302	248	228	0.0002	0.0003	0.0002	0.0006	0.0007		
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	57	43	92	85	69	64	0.0000	0.0001	0.0001	0.0002	0.0002		
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	57	43	1,903	1,754	1,436	1,323	0.0010	0.0018	0.0014	0.0032	0.0042		
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	57	43	158	145	119	110	0.0001	0.0001	0.0001	0.0003	0.0004		
FRED ARMORY	0	33	0	33	42	0	7.5	317	57	43	180	166	136	125	0.0001	0.0002	0.0001	0.0003	0.0004		
MYERSVILLE	0	65	0	65	83	0	7.5	624	57	43	355	328	268	247	0.0001	0.0003	0.0003	0.0006	0.0007		
ROSEMONT	0	45	0	45	58	0	7.5	432	57	43	246	227	186	171	0.0001	0.0002	0.0002	0.0004	0.0005		
URBANA	0	193	0	193	247	0	7.5	1,852	57	43	1,055	973	796	734	0.0003	0.0010	0.0008	0.0018	0.0021		
JEFFERSON	0	40	0	40	51	0	7.5	384	57	43	219	202	165	152	0.0001	0.0002	0.0002	0.0004	0.0004		
NORBECK RD	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,250	1,023	943	0.0004	0.0013	0.0010	0.0023	0.0027		
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	57	43	3,555	3,276	2,682	2,471	0.0011	0.0034	0.0027	0.0060	0.0072		
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	57	43	2,352	2,167	1,774	1,635	0.0006	0.0022	0.0018	0.0040	0.0046		
COMUS ROAD	0	30	0	30	38	0	7.5	288	57	43	164	151	124	114	0.0001	0.0002	0.0001	0.0003	0.0003		
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	57	43	1,641	1,512	1,238	1,141	0.0005	0.0016	0.0012	0.0028	0.0033		
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	57	43	2,734	2,520	2,063	1,901	0.0009	0.0026	0.0021	0.0046	0.0055		
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	57	43	1,094	1,008	825	760	0.0003	0.0010	0.0008	0.0019	0.0022		
TECH ROAD	0	155	0	155	198	0	7.5	1,487	57	43	848	781	639	589	0.0003	0.0008	0.0006	0.0014	0.0017		
BELTWAY	0	265	0	265	339	0	7.5	2,543	57	43	1,449	1,336	1,093	1,008	0.0005	0.0014	0.0011	0.0025	0.0029		
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	57	43	339	312	256	236	0.0001	0.0003	0.0003	0.0006	0.0007		
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	57	43	2,461	2,268	1,857	1,711	0.0008	0.0023	0.0019	0.0042	0.0050		
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	57	43	547	504	413	380	0.0002	0.0005	0.0004	0.0009	0.0011		
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	57	43	3,593	3,311	2,711	2,498	0.0010	0.0034	0.0027	0.0061	0.0071		
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	57	43	2,319	2,137	1,749	1,612	0.0005	0.0022	0.0017	0.0039	0.0045		
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	57	43	3,549	3,271	2,678	2,468	0.0010	0.0034	0.0027	0.0060	0.0070		
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,512	1,238	1,141	0.0004	0.0016	0.0012	0.0028	0.0032		
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0006		
FT.WASHINGTON	0	412	0	412	527	0	7.5	3,953	57	43	2,253	2,077	1,700	1,566	0.0007	0.0021	0.0017	0.0038	0.0045		

SEASON 1 (Jan-Apr)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S						
LOCATION		2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)	
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running Emission (tones/day)		
					1.28	1.28						Wk Days =	120	0.7816	0.4666	0.4906				
COMMUTER RAIL LOTS												Seasonal adj =	0.9216							
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	57	43	383	353	289	266	0.0001	0.0004	0.0003	0.0007	0.0008	
RESTON	0	1547	0	1547	1979	0	7.5	14,843	57	43	8,460	7,797	6,382	5,882	0.0027	0.0080	0.0064	0.0144	0.0170	
GREENBRIAR	0	55	0	55	70	0	7.5	528	57	43	301	277	227	209	0.0001	0.0003	0.0002	0.0005	0.0006	
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	57	43	820	756	619	570	0.0003	0.0008	0.0006	0.0014	0.0017	
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	57	43	3,434	3,165	2,591	2,388	0.0011	0.0033	0.0026	0.0058	0.0069	
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	57	43	1,258	1,159	949	874	0.0004	0.0012	0.0009	0.0021	0.0025	
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	57	43	191	176	144	133	0.0001	0.0002	0.0001	0.0003	0.0004	
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	57	43	77	71	58	53	0.0000	0.0001	0.0001	0.0001	0.0002	
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	57	43	13,109	12,081	9,889	9,114	0.0041	0.0124	0.0099	0.0223	0.0264	
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	57	43	3,035	2,797	2,290	2,110	0.0010	0.0029	0.0023	0.0052	0.0061	
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	57	43	3,063	2,822	2,310	2,129	0.0008	0.0029	0.0023	0.0052	0.0060	
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	57	43	853	786	644	593	0.0003	0.0008	0.0006	0.0015	0.0017	
HILLENDALE	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,250	1,023	943	0.0004	0.0013	0.0010	0.0023	0.0027	
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	57	43	5,174	4,768	3,903	3,597	0.0016	0.0049	0.0039	0.0088	0.0104	
List of new lots to be added in Conformity Document list																				
PARK-AND-RIDE LOTS - MARYLAND																				
PARK-AND-RIDE LOTS - MARYLAND																				
CHARLES COUNTY																				
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	57	43	2,095	1,930	1,580	1,456	0.0006	0.0020	0.0016	0.0036	0.0041	
Charles County Government Bld	25	26	9	35	34	11	7.5	336	57	43	191	176	144	133	0.0001	0.0002	0.0001	0.0003	0.0004	
Food Lion Shopping Center	25	38	13	50	48	16	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005	
La Plata Armory	25	15	5	20	19	6	7.5	192	57	43	109	101	83	76	0.0000	0.0001	0.0001	0.0002	0.0002	
Laurel Springs Regional Park	25	38	13	50	48	16	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005	
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005	
Mattawoman-Beantown Rd	25	435	145	580	556	185	7.5	5,565	57	43	3,172	2,923	2,393	2,205	0.0009	0.0030	0.0024	0.0054	0.0063	
Smallwood Village	25	75	25	100	96	32	7.5	959	57	43	547	504	413	380	0.0002	0.0005	0.0004	0.0009	0.0011	
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	57	43	1,914	1,764	1,444	1,331	0.0005	0.0018	0.0014	0.0033	0.0038	
PARK-AND-RIDE LOTS - MARYLAND																				
FREDERICK COUNTY																				
Frederick (north)	25	123	41	164	157	52	7.5	1,573	57	43	897	827	677	624	0.0002	0.0009	0.0007	0.0015	0.0018	
Frederick (south)	25	173	58	230	221	74	7.5	2,207	57	43	1,258	1,159	949	874	0.0003	0.0012	0.0009	0.0021	0.0025	
Monacacy Marcst	25	600	200	800	768	256	7.5	7,676	57	43	4,375	4,032	3,300	3,042	0.0012	0.0041	0.0033	0.0074	0.0086	
PARK-AND-RIDE LOTS - MARYLAND																				
MONTGOMERY COUNTY																				
Colesville	0	190	0	190	243	0	7.5	1,823	57	43	1,039	958	784	722	0.0003	0.0010	0.0008	0.0018	0.0021	
Damascus	50	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Gaithersburg	50	259	259	517	331	331	7.5	4,960	57	43	2,827	2,606	2,133	1,966	0.0007	0.0027	0.0021	0.0048	0.0055	
Gaithersburg	50	175	175	350	224	224	7.5	3,358	57	43	1,914	1,764	1,444	1,331	0.0005	0.0018	0.0014	0.0033	0.0037	
Germantown Town	50	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Greencastle	50	75	75	150	96	96	7.5	1,439	57	43	820	756	619	570	0.0002	0.0008	0.0006	0.0014	0.0016	
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	57	43	957	882	722	665	0.0002	0.0009	0.0007	0.0016	0.0019	
PARK-AND-RIDE LOTS - MAYLAND																				
PRINCE GEORGE'S COUNTY																				
Hampton Mall	0	100	0	100	128	0	4.5	576	57	43	328	302	248	228	0.0002	0.0003	0.0002	0.0006	0.0007	
Laurel (south)	25	513	171	684	656	219	7.5	6,563	57	43	3,741	3,447	2,822	2,601	0.0010	0.0035	0.0028	0.0064	0.0074	
PARK-AND-RIDE LOTS - VIRGINIA																				
ARLINGTON COUNTY																				
Ballston Public Parking Garage	25	375	125	500	480	160	7.5	4,797	57	43	2,734	2,520	2,063	1,901	0.0008	0.0026	0.0021	0.0046	0.0054	
Washington-Lee	50	178	178	356	228	228	7.5	3,416	57	43	1,947	1,794	1,469	1,354	0.0005	0.0018	0.0015	0.0033	0.0038	
PARK-AND-RIDE LOTS - VIRGINIA																				
FAIRFAX COUNTY																				
American Legion	50	50	50	100	64	64	7.5	959	57	43	547	504	413	380	0.0001	0.0005	0.0004	0.0009	0.0011	
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	57	43	186	171	140	129	0.0000	0.0002	0.0001	0.0003	0.0004	
Centreville	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,865	1,526	1,407	0.0005	0.0019	0.0015	0.0034	0.0039	
Centreville United Methodist Chu	50	74	74	147	94	94	7.5	1,410	57	43	804	741	606	559	0.0002	0.0008	0.0006	0.0014	0.0016	
Fairfax County Government Cen	50	85	85	170	109	109	7.5	1,631	57	43	930	857	701	646	0.0002	0.0009	0.0007	0.0016	0.0018	

SEASON 1 (Jan-Apr)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S					
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY VMT	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial	Freeway	Total Running Emission (tones/day)	
					1.28	1.28						Wk Days =	120	0.7816	0.4666	0.4906			
COMMUTER RAIL LOTS												Seasonal adj =	0.9216						
Greenbriar Park	50	28	28	55	35	35	7.5	528	57	43	301	277	227	209	0.0001	0.0003	0.0002	0.0005	0.0006
Herrdon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	57	43	9,543	8,795	7,199	6,635	0.0023	0.0090	0.0072	0.0162	0.0185
Michael's	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,008	825	760	0.0003	0.0010	0.0008	0.0019	0.0021
Parkwood Baptist	50	9	9	18	12	12	7.5	173	57	43	98	91	74	68	0.0000	0.0001	0.0001	0.0002	0.0002
South Run District Pk	50	170	170	340	217	217	7.5	3,262	57	43	1,859	1,714	1,403	1,293	0.0004	0.0018	0.0014	0.0032	0.0036
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	57	43	547	504	413	380	0.0001	0.0005	0.0004	0.0009	0.0011
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	57	43	1,974	1,819	1,489	1,373	0.0005	0.0019	0.0015	0.0034	0.0038
Sully Station	50	70	70	140	90	90	7.5	1,343	57	43	766	706	578	532	0.0002	0.0007	0.0006	0.0013	0.0015
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	57	43	913	842	689	635	0.0002	0.0009	0.0007	0.0016	0.0018
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005
PARK-AND-RIDE LOTS - VIRGINIA																			
LOUDOUN COUNTY																			
Ashburn Farm	50	10	10	20	13	13	7.5	192	57	43	109	101	83	76	0.0000	0.0001	0.0001	0.0002	0.0002
Ashburn Village	50	20	20	40	26	26	7.5	384	57	43	219	202	165	152	0.0001	0.0002	0.0002	0.0004	0.0004
Cascades	50	28	28	55	35	35	7.5	528	57	43	301	277	227	209	0.0001	0.0003	0.0002	0.0005	0.0006
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	57	43	4,102	3,780	3,094	2,852	0.0010	0.0039	0.0031	0.0070	0.0079
Hamilton	50	25	25	50	32	32	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005
Innovation Avenue	50	38	38	75	48	48	7.5	720	57	43	410	378	309	285	0.0001	0.0004	0.0003	0.0007	0.0008
Leesburg	50	25	25	50	32	32	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	57	43	6,563	6,048	4,951	4,563	0.0016	0.0062	0.0049	0.0112	0.0127
Purcellville	50	18	18	35	22	22	7.5	336	57	43	191	176	144	133	0.0000	0.0002	0.0001	0.0003	0.0004
Sterling Park SC	50	23	23	45	29	29	7.5	432	57	43	246	227	186	171	0.0001	0.0002	0.0002	0.0004	0.0005
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	57	43	263	242	198	183	0.0001	0.0002	0.0002	0.0004	0.0005
PARK-AND-RIDE LOTS - VIRGINIA																			
PRINCE WILLIAM COUNTY																			
Brittany	50	48	48	95	61	61	7.5	911	57	43	520	479	392	361	0.0001	0.0005	0.0004	0.0009	0.0010
Dale City	50	294	294	587	375	375	7.5	5,632	57	43	3,210	2,959	2,422	2,232	0.0008	0.0030	0.0024	0.0055	0.0062
Harbor Drive	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,008	825	760	0.0003	0.0010	0.0008	0.0019	0.0021
Lindendale	50	108	108	216	138	138	7.5	2,072	57	43	1,181	1,089	891	821	0.0003	0.0011	0.0009	0.0020	0.0023
Montclair	50	25	25	50	32	32	7.5	480	57	43	273	252	206	190	0.0001	0.0003	0.0002	0.0005	0.0005
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	57	43	1,012	932	763	703	0.0002	0.0010	0.0008	0.0017	0.0020
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	57	43	924	852	697	643	0.0002	0.0009	0.0007	0.0016	0.0018
Triangle	50	15	15	29	19	19	7.5	278	57	43	159	146	120	110	0.0000	0.0002	0.0001	0.0003	0.0003
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	57	43	3,079	2,838	2,323	2,141	0.0007	0.0029	0.0023	0.0052	0.0060
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	57	43	1,498	1,381	1,130	1,042	0.0004	0.0014	0.0011	0.0025	0.0029
MARC TRAIN COMMUTER LOTS																			
College Park	25	431	144	574	551	184	7.5	5,507	57	43	3,139	2,893	2,368	2,182	0.0009	0.0030	0.0024	0.0053	0.0062
Frederick	0	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	57	43	18,397	16,955	13,879	12,791	0.0041	0.0174	0.0138	0.0313	0.0353
Harpers Ferry		98	0	98	125	0	7.5	940	57	43	536	494	404	373	0.0002	0.0005	0.0004	0.0009	0.0011
Muirkirk	60	260	390	650	333	499	7.5	6,236	57	43	3,555	3,276	2,682	2,471	0.0008	0.0034	0.0027	0.0060	0.0068
Seabrook	0	264	0	264	338	0	4.5	1,520	57	43	866	798	653	602	0.0005	0.0008	0.0007	0.0015	0.0019
Silver Spring	0	0	0	0	0	0	4.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Union Station	0	781	0	781	999	0	7.5	7,493	57	43	4,271	3,936	3,222	2,969	0.0013	0.0040	0.0032	0.0073	0.0086
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS																			
Backlick Road	50	110	110	220	141	141	7.5	2,111	57	43	1,203	1,109	908	836	0.0003	0.0011	0.0009	0.0020	0.0023
Broad Run	50	198	198	396	253	253	7.5	3,799	57	43	2,166	1,996	1,634	1,506	0.0005	0.0021	0.0016	0.0037	0.0042
Brooke	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,512	1,238	1,141	0.0004	0.0016	0.0012	0.0028	0.0032
Burke Center	50	275	275	550	352	352	7.5	5,277	57	43	3,008	2,772	2,269	2,091	0.0007	0.0029	0.0023	0.0051	0.0058
Franconia/Springfield (operated	50	1900	1900	3800	2431	2431	7.5	36,459	57	43	20,782	19,152	15,677	14,448	0.0049	0.0197	0.0156	0.0353	0.0402
Leeland Road	50	326	326	652	417	417	7.5	6,256	57	43	3,566	3,286	2,690	2,479	0.0008	0.0034	0.0027	0.0061	0.0069
Lorton	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,008	825	760	0.0003	0.0010	0.0008	0.0019	0.0021
Manassas	50	187	187	374	239	239	7.5	3,588	57	43	2,045	1,885	1,543	1,422	0.0005	0.0019	0.0015	0.0035	0.0040
Manassas Park	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,512	1,238	1,141	0.0004	0.0016	0.0012	0.0028	0.0032
Quantico	50	109	109	217	139	139	7.5	2,082	57	43	1,187	1,094	895	825	0.0003	0.0011	0.0009	0.0020	0.0023
Rippon	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,512	1,238	1,141	0.0004	0.0016	0.0012	0.0028	0.0032
Rolling Road	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,865	1,526	1,407	0.0005	0.0019	0.0015	0.0034	0.0039

SEASON 1 (Jan-Apr)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S													
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL	FREEWAY	ARTERIAL	Adj.Art	FREEWAY	Adj.Fwy	COLD START	RUNNING			TOTAL								
		INSIDE Growth Rate	OUTSIDE Growth Rate	%	VMT	VMT			VMT	VMT	Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	Total Running Emission (tons/day)													
					1.28	1.28						Wk Days = 120			0.7816	0.4666	0.4906										
COMMUTER RAIL LOTS												Seasonal adj = 0.9216															
Woodbridge	50	294	294	588	376	376	7.5	5,642	57	43	3,216	2,964	2,426	2,236	0.0008	0.0030	0.0024	0.0055	0.0062								
METRORAIL PARKING LOTS																											
Anacostia	25	861	287	1148	1101	367	7.5	11,014	57	43	6,278	5,786	4,736	4,365	0.0017	0.0060	0.0047	0.0107	0.0124								
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	57	43	17,621	16,239	13,293	12,251	0.0042	0.0167	0.0133	0.0300	0.0341								
Capitol Heights	50	194	194	387	248	248	7.5	3,713	57	43	2,116	1,951	1,597	1,471	0.0005	0.0020	0.0016	0.0036	0.0041								
College Park	25	465	155	620	595	198	7.5	5,949	57	43	3,391	3,125	2,558	2,357	0.0009	0.0032	0.0025	0.0058	0.0067								
Congress Heights	0	66	0	66	84	0	4.5	380	57	43	217	200	163	151	0.0001	0.0002	0.0002	0.0004	0.0005								
Deanwood	0	194	0	194	248	0	7.5	1,861	57	43	1,061	978	800	738	0.0003	0.0010	0.0008	0.0018	0.0021								
East Falls Church	50	221	221	442	283	283	7.5	4,241	57	43	2,417	2,228	1,824	1,681	0.0006	0.0023	0.0018	0.0041	0.0047								
Forest Glen	50	329	329	658	421	421	7.5	6,313	57	43	3,598	3,316	2,715	2,502	0.0009	0.0034	0.0027	0.0061	0.0070								
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	57	43	13,037	12,015	9,835	9,064	0.0051	0.0124	0.0098	0.0222	0.0273								
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	57	43	6,070	5,594	4,579	4,220	0.0024	0.0058	0.0046	0.0103	0.0127								
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	57	43	19,496	17,968	14,708	13,555	0.0046	0.0185	0.0147	0.0331	0.0378								
Naylor Road	50	216	216	431	276	276	7.5	4,135	57	43	2,357	2,172	1,778	1,639	0.0006	0.0022	0.0018	0.0040	0.0046								
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	57	43	6,759	6,230	5,099	4,699	0.0019	0.0064	0.0051	0.0115	0.0134								
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	57	43	7,153	6,592	5,396	4,973	0.0028	0.0068	0.0054	0.0122	0.0150								
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	57	43	6,776	6,245	5,112	4,711	0.0027	0.0064	0.0051	0.0115	0.0142								
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	57	43	1,335	1,231	1,007	928	0.0005	0.0013	0.0010	0.0023	0.0028								
West Hyattsville	25	453	151	604	580	193	7.5	5,795	57	43	3,303	3,044	2,492	2,297	0.0009	0.0031	0.0025	0.0056	0.0065								
Wheaton	25	759	253	1012	971	324	7.5	9,710	57	43	5,534	5,101	4,175	3,848	0.0015	0.0052	0.0042	0.0094	0.0109								
															108,749				914,681				0.1615	0.4943	0.3921	0.8863	1.0478
Seasonal Total (tons/season) =																		125.74									

Bold figures: New numbers taken from P & R directory
Figures in bracket: Carry forward figures from conformity doc

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.03490773
Growth factor (2002-2010)	1.27926181

SEASON 2 (May-Sep)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S					12/16/07
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL	FREEWAY	ARTERIAL	Adj.Art	FREEWAY	Adj.Fwy	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			%	VMT	VMT	VMT	VMT	VMT		Arterial	Freeway	Total Running Emission (tones/day)	
					Growth Rate	Growth Rate										Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	
					1.28	1.28							Wk Days =	153	0.5441	0.3272	0.3434		
COMMUTER RAIL LOTS													Seasonal adj =	0.9873					
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	57	43	2,226	2,198	1,679	1,658	0.0004	0.0016	0.0013	0.0028	0.0033
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	57	43	1,488	1,469	1,122	1,108	0.0003	0.0011	0.0008	0.0019	0.0022
DICKERSON	0	15	0	15	19	0	7.5	144	57	43	82	81	62	61	0.0000	0.0001	0.0000	0.0001	0.0001
BARNESVILLE	0	46	0	46	59	0	7.5	441	57	43	252	248	190	187	0.0001	0.0002	0.0001	0.0003	0.0004
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	57	43	2,111	2,084	1,592	1,572	0.0005	0.0015	0.0012	0.0027	0.0032
MET GROVE	0	352	0	352	450	0	7.5	3,377	57	43	1,925	1,901	1,452	1,434	0.0004	0.0014	0.0011	0.0025	0.0029
WAS GROVE	0	15	0	15	19	0	7.5	144	57	43	82	81	62	61	0.0000	0.0001	0.0000	0.0001	0.0001
GARRETT PARK	0	22	0	22	28	0	7.5	211	57	43	120	119	91	90	0.0000	0.0001	0.0001	0.0002	0.0002
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	57	43	2,051	2,025	1,547	1,527	0.0003	0.0015	0.0012	0.0026	0.0030
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	57	43	1,444	1,425	1,089	1,075	0.0003	0.0010	0.0008	0.0018	0.0021
KENSINGTON	0	45	0	45	58	0	7.5	432	57	43	246	243	186	183	0.0001	0.0002	0.0001	0.0003	0.0004
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	57	43	1,635	1,614	1,234	1,218	0.0003	0.0012	0.0009	0.0021	0.0024
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	57	43	1,531	1,512	1,155	1,141	0.0003	0.0011	0.0009	0.0020	0.0023
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	57	43	98	97	74	73	0.0000	0.0001	0.0001	0.0001	0.0002
RIVERDALE	0	65	0	65	83	0	4.5	374	57	43	213	211	161	159	0.0001	0.0002	0.0001	0.0003	0.0004
METRO RAIL LOTS																			
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	57	43	7,208	7,116	5,438	5,369	0.0013	0.0051	0.0041	0.0092	0.0105
ARCHIVES	0	12	0	12	15	0	4.5	69	57	43	39	39	30	29	0.0000	0.0000	0.0000	0.0001	0.0001
ARLING	0	10	0	10	13	0	4.5	58	57	43	33	32	25	24	0.0000	0.0000	0.0000	0.0000	0.0001
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	57	43	3,856	3,807	2,909	2,872	0.0014	0.0027	0.0022	0.0049	0.0063
BENN.RD	0	520	0	520	665	0	4.5	2,993	57	43	1,706	1,685	1,287	1,271	0.0006	0.0012	0.0010	0.0022	0.0028
BETH	0	395	0	395	505	0	4.5	2,274	57	43	1,296	1,280	978	965	0.0005	0.0009	0.0007	0.0017	0.0021
BRADD RD	0	10	0	10	13	0	4.5	58	57	43	33	32	25	24	0.0000	0.0000	0.0000	0.0000	0.0001
BROOKLAND	0	27	0	27	35	0	4.5	155	57	43	89	87	67	66	0.0000	0.0001	0.0000	0.0001	0.0001
CHEVERLY	0	557	0	557	713	0	4.5	3,206	57	43	1,828	1,804	1,379	1,361	0.0007	0.0013	0.0010	0.0023	0.0030
CLARENDON	0	554	0	554	709	0	4.5	3,189	57	43	1,818	1,795	1,371	1,354	0.0007	0.0013	0.0010	0.0023	0.0030
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	57	43	1,201	1,186	906	894	0.0004	0.0009	0.0007	0.0015	0.0020
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	57	43	840	829	634	626	0.0003	0.0006	0.0005	0.0011	0.0014
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	57	43	1,139	1,124	859	848	0.0004	0.0008	0.0006	0.0015	0.0019
DEANWOOD	0	194	0	194	248	0	4.5	1,117	57	43	637	628	480	474	0.0002	0.0005	0.0004	0.0008	0.0010
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	57	43	4,446	4,390	3,354	3,312	0.0015	0.0032	0.0025	0.0057	0.0072
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	57	43	541	535	408	403	0.0002	0.0004	0.0003	0.0007	0.0009
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	57	43	584	577	441	435	0.0002	0.0004	0.0003	0.0007	0.0010
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	57	43	1,450	1,432	1,094	1,080	0.0005	0.0010	0.0008	0.0019	0.0024
EIS	0	352	0	352	450	0	4.5	2,026	57	43	1,155	1,140	871	860	0.0004	0.0008	0.0007	0.0015	0.0019
FARRAGUT WEST	0	102	0	102	130	0	4.5	587	57	43	335	330	252	249	0.0001	0.0002	0.0002	0.0004	0.0005
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	57	43	725	716	547	540	0.0003	0.0005	0.0004	0.0009	0.0012
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	57	43	246	243	186	183	0.0001	0.0002	0.0001	0.0003	0.0004
FEDERAL TRI	0	54	0	54	69	0	4.5	311	57	43	177	175	134	132	0.0001	0.0001	0.0001	0.0002	0.0003
FOGGY	0	102	0	102	130	0	4.5	587	57	43	335	330	252	249	0.0001	0.0002	0.0002	0.0004	0.0005
FORT TROTTER	0	445	0	445	569	0	4.5	2,562	57	43	1,460	1,442	1,102	1,088	0.0005	0.0010	0.0008	0.0019	0.0024
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	57	43	2,228	2,200	1,681	1,659	0.0008	0.0016	0.0013	0.0028	0.0037
GALLERY PLACE	0	124	0	124	159	0	4.5	714	57	43	407	402	307	303	0.0001	0.0003	0.0002	0.0005	0.0007
GROSVENOR	0	716	0	716	916	0	4.5	4,122	57	43	2,349	2,320	1,772	1,750	0.0009	0.0017	0.0013	0.0030	0.0039
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	57	43	17,074	16,857	12,880	12,717	0.0030	0.0122	0.0096	0.0218	0.0248
JUD SQUARE	0	110	0	110	141	0	4.5	633	57	43	361	356	272	269	0.0001	0.0003	0.0002	0.0005	0.0006
KING ST	0	30	0	30	38	0	4.5	173	57	43	98	97	74	73	0.0000	0.0001	0.0001	0.0001	0.0002
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	57	43	10,281	10,151	7,756	7,658	0.0020	0.0073	0.0058	0.0131	0.0151
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	57	43	971	959	733	723	0.0004	0.0007	0.0005	0.0012	0.0016
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	57	43	171	168	129	127	0.0001	0.0001	0.0001	0.0002	0.0003
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	57	43	46	45	35	34	0.0000	0.0000	0.0000	0.0001	0.0001
METRO CENTER	0	177	0	177	226	0	4.5	1,019	57	43	581	573	438	433	0.0002	0.0004	0.0003	0.0007	0.0010
MINNES	0	353	0	353	452	0	4.5	2,032	57	43	1,158	1,144	874	863	0.0004	0.0008	0.0007	0.0015	0.0019

SEASON 2 (May-Sep)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S					
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running Emission (tons/day)	
NAT AIR	0	87	0	87	111	0	4.5	501	57	43	285	282	215	213	0.0001	0.0002	0.0002	0.0004	0.0005
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	57	43	11,468	11,323	8,651	8,542	0.0019	0.0082	0.0065	0.0146	0.0165
PRNTAGON	0	561	0	561	718	0	4.5	3,229	57	43	1,841	1,817	1,389	1,371	0.0007	0.0013	0.0010	0.0023	0.0030
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	57	43	1,250	1,234	943	931	0.0005	0.0009	0.0007	0.0016	0.0021
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	57	43	1,749	1,727	1,319	1,303	0.0006	0.0012	0.0010	0.0022	0.0029
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	57	43	2,189	2,161	1,651	1,630	0.0008	0.0016	0.0012	0.0028	0.0036
ROSSLYN	0	356	0	356	455	0	4.5	2,049	57	43	1,168	1,153	881	870	0.0004	0.0008	0.0007	0.0015	0.0019
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	57	43	23,718	23,417	17,893	17,666	0.0049	0.0169	0.0134	0.0303	0.0352
SILVER SPRING	0	44	0	44	56	0	4.5	253	57	43	144	143	109	108	0.0001	0.0001	0.0001	0.0002	0.0002
SMITH MALL	0	120	0	120	154	0	4.5	691	57	43	394	389	297	293	0.0001	0.0003	0.0002	0.0005	0.0006
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	57	43	3,203	3,162	2,416	2,385	0.0012	0.0023	0.0018	0.0041	0.0053
TAKOMA PK	0	146	0	146	187	0	4.5	840	57	43	479	473	361	357	0.0002	0.0003	0.0003	0.0006	0.0008
TENLEYTON	0	17	0	17	22	0	4.5	98	57	43	56	55	42	42	0.0000	0.0000	0.0000	0.0001	0.0001
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	57	43	3,728	3,680	2,812	2,776	0.0014	0.0027	0.0021	0.0048	0.0061
UNION STAT	0	378	0	378	484	0	4.5	2,176	57	43	1,240	1,225	936	924	0.0005	0.0009	0.0007	0.0016	0.0020
VAN NESS	0	343	0	343	439	0	4.5	1,975	57	43	1,125	1,111	849	838	0.0004	0.0008	0.0006	0.0014	0.0018
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	57	43	20,404	20,145	15,393	15,197	0.0039	0.0145	0.0115	0.0260	0.0300
VA SQUARE	0	642	0	642	821	0	4.5	3,696	57	43	2,107	2,080	1,589	1,569	0.0008	0.0015	0.0012	0.0027	0.0035
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	57	43	7,163	7,072	5,404	5,335	0.0026	0.0051	0.0040	0.0091	0.0118
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	57	43	5,358	5,290	4,042	3,991	0.0020	0.0038	0.0030	0.0068	0.0088
WOODLEY	0	68	0	68	87	0	4.5	391	57	43	223	220	168	166	0.0001	0.0002	0.0001	0.0003	0.0004
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	57	43	2,078	2,052	1,568	1,548	0.0004	0.0015	0.0012	0.0027	0.0030
BUS & CAR POOL LOTS																			
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	57	43	2,618	2,585	1,975	1,950	0.0010	0.0019	0.0015	0.0033	0.0043
PG PLAZA	0	47	0	47	60	0	4.5	271	57	43	154	152	116	115	0.0001	0.0001	0.0001	0.0002	0.0003
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	57	43	328	324	248	244	0.0001	0.0002	0.0002	0.0004	0.0005
CAP PLAZA	0	100	0	100	128	0	4.5	576	57	43	328	324	248	244	0.0001	0.0002	0.0002	0.0004	0.0005
EASTOVER	0	100	0	100	128	0	4.5	576	57	43	328	324	248	244	0.0001	0.0002	0.0002	0.0004	0.0005
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	57	43	92	91	69	68	0.0000	0.0001	0.0001	0.0001	0.0002
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	57	43	1,903	1,879	1,436	1,417	0.0007	0.0014	0.0011	0.0024	0.0031
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	57	43	158	156	119	117	0.0001	0.0001	0.0001	0.0002	0.0003
FRED ARMORY	0	33	0	33	42	0	7.5	317	57	43	180	178	136	134	0.0000	0.0001	0.0001	0.0002	0.0003
MYERSVILLE	0	65	0	65	83	0	7.5	624	57	43	355	351	268	265	0.0001	0.0003	0.0002	0.0005	0.0005
ROSEMONT	0	45	0	45	58	0	7.5	432	57	43	246	243	186	183	0.0001	0.0002	0.0001	0.0003	0.0004
URBANA	0	193	0	193	247	0	7.5	1,852	57	43	1,055	1,042	796	786	0.0002	0.0008	0.0006	0.0013	0.0016
JEFFERSON	0	40	0	40	51	0	7.5	384	57	43	219	216	165	163	0.0000	0.0002	0.0001	0.0003	0.0003
NORBECK RD	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,339	1,023	1,010	0.0003	0.0010	0.0008	0.0017	0.0020
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	57	43	3,555	3,510	2,682	2,648	0.0008	0.0025	0.0020	0.0045	0.0053
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	57	43	2,352	2,322	1,774	1,751	0.0004	0.0017	0.0013	0.0030	0.0034
COMUS ROAD	0	30	0	30	38	0	7.5	288	57	43	164	162	124	122	0.0000	0.0001	0.0001	0.0002	0.0002
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	57	43	1,641	1,620	1,238	1,222	0.0004	0.0012	0.0009	0.0021	0.0025
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	57	43	2,734	2,700	2,063	2,037	0.0006	0.0019	0.0015	0.0035	0.0041
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	57	43	1,094	1,080	825	815	0.0002	0.0008	0.0006	0.0014	0.0016
TECH ROAD	0	155	0	155	198	0	7.5	1,487	57	43	848	837	639	631	0.0002	0.0006	0.0005	0.0011	0.0013
BELTWAY	0	265	0	265	339	0	7.5	2,543	57	43	1,449	1,431	1,093	1,079	0.0003	0.0010	0.0008	0.0018	0.0022
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	57	43	339	335	256	253	0.0001	0.0002	0.0002	0.0004	0.0005
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	57	43	2,461	2,430	1,857	1,833	0.0005	0.0018	0.0014	0.0031	0.0037
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	57	43	547	540	413	407	0.0001	0.0004	0.0003	0.0007	0.0008
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	57	43	3,593	3,547	2,711	2,676	0.0007	0.0026	0.0020	0.0046	0.0053
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	57	43	2,319	2,289	1,749	1,727	0.0004	0.0017	0.0013	0.0030	0.0033
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	57	43	3,549	3,504	2,678	2,644	0.0007	0.0025	0.0020	0.0045	0.0052
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,620	1,238	1,222	0.0003	0.0012	0.0009	0.0021	0.0024
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	57	43	273	270	206	204	0.0001	0.0002	0.0002	0.0003	0.0004
FT.WASHINGTON	0	412	0	412	527	0	7.5	3,953	57	43	2,253	2,225	1,700	1,678	0.0005	0.0016	0.0013	0.0029	0.0034

SEASON 2 (May-Sep)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S					12/16/07
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL	FREEWAY	ARTERIAL	Adj.Art	FREEWAY	Adj.Fwy	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			%	VMT	VMT	VMT	VMT	VMT		Arterial	Freeway	Total Running Emission	
					Growth Rate	Growth Rate										Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	57	43	383	378	289	285	0.0001	0.0003	0.0002	0.0005	0.0006
RESTON	0	1547	0	1547	1979	0	7.5	14,843	57	43	8,460	8,353	6,382	6,301	0.0019	0.0060	0.0048	0.0108	0.0127
GREENBRIAR	0	55	0	55	70	0	7.5	528	57	43	301	297	227	224	0.0001	0.0002	0.0002	0.0004	0.0004
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	57	43	820	810	619	611	0.0002	0.0006	0.0005	0.0010	0.0012
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	57	43	3,434	3,391	2,591	2,558	0.0008	0.0024	0.0019	0.0044	0.0051
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	57	43	1,258	1,242	949	937	0.0003	0.0009	0.0007	0.0016	0.0019
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	57	43	191	189	144	143	0.0000	0.0001	0.0001	0.0002	0.0003
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	57	43	77	76	58	57	0.0000	0.0001	0.0000	0.0001	0.0001
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	57	43	13,109	12,942	9,889	9,764	0.0029	0.0093	0.0074	0.0167	0.0196
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	57	43	3,035	2,997	2,290	2,261	0.0007	0.0022	0.0017	0.0039	0.0045
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	57	43	3,063	3,024	2,310	2,281	0.0005	0.0022	0.0017	0.0039	0.0044
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	57	43	853	842	644	635	0.0002	0.0006	0.0005	0.0011	0.0013
HILLENDALE	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,339	1,023	1,010	0.0003	0.0010	0.0008	0.0017	0.0020
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	57	43	5,174	5,108	3,903	3,853	0.0011	0.0037	0.0029	0.0066	0.0077
List of new lots to be added in Conformity Document list																			
PARK-AND-RIDE LOTS - MARYLAND																			
PARK-AND-RIDE LOTS - MARYLAND																			
CHARLES COUNTY																			
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	57	43	2,095	2,068	1,580	1,560	0.0004	0.0015	0.0012	0.0027	0.0031
Charles County Government Bld	25	26	9	35	34	11	7.5	336	57	43	191	189	144	143	0.0000	0.0001	0.0001	0.0002	0.0003
Food Lion Shopping Center	25	38	13	50	48	16	7.5	480	57	43	273	270	206	204	0.0001	0.0002	0.0002	0.0003	0.0004
La Plata Armory	25	15	5	20	19	6	7.5	192	57	43	109	108	83	81	0.0000	0.0001	0.0001	0.0001	0.0002
Laurel Springs Regional Park	25	38	13	50	48	16	7.5	480	57	43	273	270	206	204	0.0001	0.0002	0.0002	0.0003	0.0004
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	57	43	273	270	206	204	0.0001	0.0002	0.0002	0.0003	0.0004
Mattawoman-Beantown Rd	25	435	145	580	556	185	7.5	5,565	57	43	3,172	3,132	2,393	2,362	0.0006	0.0023	0.0018	0.0040	0.0047
Smallwood Village	25	75	25	100	96	32	7.5	959	57	43	547	540	413	407	0.0001	0.0004	0.0003	0.0007	0.0008
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	57	43	1,914	1,890	1,444	1,426	0.0004	0.0014	0.0011	0.0024	0.0028
PARK-AND-RIDE LOTS - MARYLAND																			
FREDERICK COUNTY																			
Frederick (north)	25	123	41	164	157	52	7.5	1,573	57	43	897	885	677	668	0.0002	0.0006	0.0005	0.0011	0.0013
Frederick (south)	25	173	58	230	221	74	7.5	2,207	57	43	1,258	1,242	949	937	0.0002	0.0009	0.0007	0.0016	0.0018
Monacacy Marcs	25	600	200	800	768	256	7.5	7,676	57	43	4,375	4,320	3,300	3,259	0.0008	0.0031	0.0025	0.0056	0.0064
PARK-AND-RIDE LOTS - MARYLAND																			
MONTGOMERY COUNTY																			
Colesville	0	190	0	190	243	0	7.5	1,823	57	43	1,039	1,026	784	774	0.0002	0.0007	0.0006	0.0013	0.0016
Damascus	50	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Gaithersburg	50	259	259	517	331	331	7.5	4,960	57	43	2,827	2,791	2,133	2,106	0.0005	0.0020	0.0016	0.0036	0.0041
Gaithersburg	50	175	175	350	224	224	7.5	3,358	57	43	1,914	1,890	1,444	1,426	0.0003	0.0014	0.0011	0.0024	0.0028
Germantown Town	50	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000
Greencastle	50	75	75	150	96	96	7.5	1,439	57	43	820	810	619	611	0.0001	0.0006	0.0005	0.0010	0.0012
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	57	43	957	945	722	713	0.0002	0.0007	0.0005	0.0012	0.0014
PARK-AND-RIDE LOTS - MAYLAND																			
PRINCE GEORGE'S COUNTY																			
Hampton Mall	0	100	0	100	128	0	4.5	576	57	43	328	324	248	244	0.0001	0.0002	0.0002	0.0004	0.0005
Laurel (south)	25	513	171	684	656	219	7.5	6,563	57	43	3,741	3,693	2,822	2,786	0.0007	0.0027	0.0021	0.0048	0.0055
PARK-AND-RIDE LOTS - VIRGINIA																			
ARLINGTON COUNTY																			
Ballston Public Parking Garage	25	375	125	500	480	160	7.5	4,797	57	43	2,734	2,700	2,063	2,037	0.0005	0.0019	0.0015	0.0035	0.0040
Washington-Lee	50	178	178	356	228	228	7.5	3,416	57	43	1,947	1,922	1,469	1,450	0.0003	0.0014	0.0011	0.0025	0.0028
PARK-AND-RIDE LOTS - VIRGINIA																			
FAIRFAX COUNTY																			
American Legion	50	50	50	100	64	64	7.5	959	57	43	547	540	413	407	0.0001	0.0004	0.0003	0.0007	0.0008
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	57	43	186	184	140	138	0.0000	0.0001	0.0001	0.0002	0.0003
Centreville	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,998	1,526	1,507	0.0003	0.0014	0.0011	0.0026	0.0029
Centreville United Methodist Chu	50	74	74	147	94	94	7.5	1,410	57	43	804	794	606	599	0.0001	0.0006	0.0005	0.0010	0.0012
Fairfax County Government Cen	50	85	85	170	109	109	7.5	1,631	57	43	930	918	701	692	0.0002	0.0007	0.0005	0.0012	0.0013

SEASON 2 (May-Sep)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

														E M I S S I O N S						12/16/07
LOCATION	OUTSIDE E MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL	FREEWAY	ARTERIAL	Adj.Art	FREEWAY	Adj.Fwy	COLD START	RUNNING				TOTAL
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial	Freeway	Total Running Emission		
																			Rate (gm/mile)	
Greenbriar Park	50	28	28	55	35	35	7.5	528	57	43	301	297	227	224	0.0000	0.0002	0.0002	0.0004	0.0004	
Herdon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	57	43	9,543	9,422	7,199	7,108	0.0016	0.0068	0.0054	0.0122	0.0137	
Michael's	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,080	825	815	0.0002	0.0008	0.0006	0.0014	0.0016	
Parkwood Baptist	50	9	9	18	12	12	7.5	173	57	43	98	97	74	73	0.0000	0.0001	0.0001	0.0001	0.0001	
South Run District Pk	50	170	170	340	217	217	7.5	3,262	57	43	1,859	1,836	1,403	1,385	0.0003	0.0013	0.0010	0.0024	0.0027	
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	57	43	547	540	413	407	0.0001	0.0004	0.0003	0.0007	0.0008	
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	57	43	1,974	1,949	1,489	1,470	0.0003	0.0014	0.0011	0.0025	0.0028	
Sully Station	50	70	70	140	90	90	7.5	1,343	57	43	766	756	578	570	0.0001	0.0005	0.0004	0.0010	0.0011	
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	57	43	913	902	689	680	0.0002	0.0007	0.0005	0.0012	0.0013	
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	57	43	273	270	206	204	0.0000	0.0002	0.0002	0.0003	0.0004	
PARK-AND-RIDE LOTS - VIRGINIA																				
LOUDOUN COUNTY																				
Ashburn Farm	50	10	10	20	13	13	7.5	192	57	43	109	108	83	81	0.0000	0.0001	0.0001	0.0001	0.0002	
Ashburn Village	50	20	20	40	26	26	7.5	384	57	43	219	216	165	163	0.0000	0.0002	0.0001	0.0003	0.0003	
Cascades	50	28	28	55	35	35	7.5	528	57	43	301	297	227	224	0.0000	0.0002	0.0002	0.0004	0.0004	
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	57	43	4,102	4,050	3,094	3,055	0.0007	0.0029	0.0023	0.0052	0.0059	
Hamilton	50	25	25	50	32	32	7.5	480	57	43	273	270	206	204	0.0000	0.0002	0.0002	0.0003	0.0004	
Innovation Avenue	50	38	38	75	48	48	7.5	720	57	43	410	405	309	305	0.0001	0.0003	0.0002	0.0005	0.0006	
Leesburg	50	25	25	50	32	32	7.5	480	57	43	273	270	206	204	0.0000	0.0002	0.0002	0.0003	0.0004	
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	57	43	6,563	6,479	4,951	4,888	0.0011	0.0047	0.0037	0.0084	0.0095	
Purcellville	50	18	18	35	22	22	7.5	336	57	43	191	189	144	143	0.0000	0.0001	0.0001	0.0002	0.0003	
Sterling Park SC	50	23	23	45	29	29	7.5	432	57	43	246	243	186	183	0.0000	0.0002	0.0001	0.0003	0.0004	
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	57	43	263	259	198	196	0.0000	0.0002	0.0001	0.0003	0.0004	
PARK-AND-RIDE LOTS - VIRGINIA																				
PRINCE WILLIAM COUNTY																				
Brittany	50	48	48	95	61	61	7.5	911	57	43	520	513	392	387	0.0001	0.0004	0.0003	0.0007	0.0007	
Dale City	50	294	294	587	375	375	7.5	5,632	57	43	3,210	3,169	2,422	2,391	0.0005	0.0023	0.0018	0.0041	0.0046	
Harbor Drive	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,080	825	815	0.0002	0.0008	0.0006	0.0014	0.0016	
Lindendale	50	108	108	216	138	138	7.5	2,072	57	43	1,181	1,166	891	880	0.0002	0.0008	0.0007	0.0015	0.0017	
Montclair	50	25	25	50	32	32	7.5	480	57	43	273	270	206	204	0.0000	0.0002	0.0002	0.0003	0.0004	
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	57	43	1,012	999	763	754	0.0002	0.0007	0.0006	0.0013	0.0015	
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	57	43	924	912	697	688	0.0002	0.0007	0.0005	0.0012	0.0013	
Triangle	50	15	15	29	19	19	7.5	278	57	43	159	157	120	118	0.0000	0.0001	0.0001	0.0002	0.0002	
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	57	43	3,079	3,040	2,323	2,293	0.0005	0.0022	0.0017	0.0039	0.0044	
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	57	43	1,498	1,479	1,130	1,116	0.0002	0.0011	0.0008	0.0019	0.0022	
MARC TRAIN COMMUTER LOTS																				
College Park	25	431	144	574	551	184	7.5	5,507	57	43	3,139	3,099	2,368	2,338	0.0006	0.0022	0.0018	0.0040	0.0046	
Frederick	0	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	57	43	18,397	18,164	13,879	13,702	0.0028	0.0131	0.0104	0.0235	0.0263	
Harpers Ferry		98	0	98	125	0	7.5	940	57	43	536	529	404	399	0.0001	0.0004	0.0003	0.0007	0.0008	
Muirkirk	60	260	390	650	333	499	7.5	6,236	57	43	3,555	3,510	2,682	2,648	0.0005	0.0025	0.0020	0.0045	0.0051	
Seabrook	0	264	0	264	338	0	4.5	1,520	57	43	866	855	653	645	0.0003	0.0006	0.0005	0.0011	0.0014	
Silver Spring	0	0	0	0	0	0	4.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Union Station	0	781	0	781	999	0	7.5	7,493	57	43	4,271	4,217	3,222	3,181	0.0009	0.0030	0.0024	0.0055	0.0064	
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS																				
Backlick Road	50	110	110	220	141	141	7.5	2,111	57	43	1,203	1,188	908	896	0.0002	0.0009	0.0007	0.0015	0.0017	
Broad Run	50	198	198	396	253	253	7.5	3,799	57	43	2,166	2,138	1,634	1,613	0.0004	0.0015	0.0012	0.0028	0.0031	
Brooke	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,620	1,238	1,222	0.0003	0.0012	0.0009	0.0021	0.0024	
Burke Center	50	275	275	550	352	352	7.5	5,277	57	43	3,008	2,970	2,269	2,240	0.0005	0.0021	0.0017	0.0038	0.0043	
Franconia/Springfield (operated	50	1900	1900	3800	2431	2431	7.5	36,459	57	43	20,782	20,518	15,677	15,478	0.0034	0.0148	0.0117	0.0265	0.0299	
Leeland Road	50	326	326	652	417	417	7.5	6,256	57	43	3,566	3,520	2,690	2,656	0.0006	0.0025	0.0020	0.0046	0.0051	
Lorton	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,080	825	815	0.0002	0.0008	0.0006	0.0014	0.0016	
Manassas	50	187	187	374	239	239	7.5	3,588	57	43	2,045	2,019	1,543	1,523	0.0003	0.0015	0.0012	0.0026	0.0029	
Manassas Park	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,620	1,238	1,222	0.0003	0.0012	0.0009	0.0021	0.0024	
Quantico	50	109	109	217	139	139	7.5	2,082	57	43	1,187	1,172	895	884	0.0002	0.0008	0.0007	0.0015	0.0017	
Rippon	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,620	1,238	1,222	0.0003	0.0012	0.0009	0.0021	0.0024	
Rolling Road	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,998	1,526	1,507	0.0003	0.0014	0.0011	0.0026	0.0029	

SEASON 2 (May-Sep)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

												E M I S S I O N S								12/16/07
LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY VMT	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING			TOTAL (tons/day)	
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running Emission		
Woodbridge	50	294	294	588	376	376	7.5	5,642	57	43	3,216	3,175	2,426	2,395	0.0005	0.0023	0.0018	0.0041	0.0046	
METRO RAIL PARKING LOTS																				
Anacostia	25	861	287	1148	1101	367	7.5	11,014	57	43	6,278	6,198	4,736	4,676	0.0012	0.0045	0.0035	0.0080	0.0092	
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	57	43	17,621	17,397	13,293	13,124	0.0029	0.0125	0.0099	0.0225	0.0254	
Capitol Heights	50	194	194	387	248	248	7.5	3,713	57	43	2,116	2,090	1,597	1,576	0.0003	0.0015	0.0012	0.0027	0.0030	
College Park	25	465	155	620	595	198	7.5	5,949	57	43	3,391	3,348	2,558	2,525	0.0007	0.0024	0.0019	0.0043	0.0050	
Congress Heights	0	66	0	66	84	0	4.5	380	57	43	217	214	163	161	0.0001	0.0002	0.0001	0.0003	0.0004	
Deanwood	0	194	0	194	248	0	7.5	1,861	57	43	1,061	1,047	800	790	0.0002	0.0008	0.0006	0.0014	0.0016	
East Falls Church	50	221	221	442	283	283	7.5	4,241	57	43	2,417	2,387	1,824	1,800	0.0004	0.0017	0.0014	0.0031	0.0035	
Forest Glen	50	329	329	658	421	421	7.5	6,313	57	43	3,598	3,553	2,715	2,680	0.0006	0.0026	0.0020	0.0046	0.0052	
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	57	43	13,037	12,871	9,835	9,710	0.0036	0.0093	0.0074	0.0166	0.0202	
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	57	43	6,070	5,993	4,579	4,521	0.0017	0.0043	0.0034	0.0077	0.0094	
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	57	43	19,496	19,249	14,708	14,521	0.0032	0.0139	0.0110	0.0249	0.0281	
Naylor Road	50	216	216	431	276	276	7.5	4,135	57	43	2,357	2,327	1,778	1,756	0.0004	0.0017	0.0013	0.0030	0.0034	
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	57	43	6,759	6,674	5,099	5,035	0.0013	0.0048	0.0038	0.0086	0.0099	
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	57	43	7,153	7,062	5,396	5,328	0.0020	0.0051	0.0040	0.0091	0.0111	
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	57	43	6,776	6,690	5,112	5,047	0.0019	0.0048	0.0038	0.0086	0.0105	
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	57	43	1,335	1,319	1,007	995	0.0004	0.0010	0.0008	0.0017	0.0021	
West Hyattsville	25	453	151	604	580	193	7.5	5,795	57	43	3,303	3,261	2,492	2,460	0.0006	0.0024	0.0019	0.0042	0.0048	
Wheaton	25	759	253	1012	971	324	7.5	9,710	57	43	5,534	5,464	4,175	4,122	0.0011	0.0039	0.0031	0.0071	0.0081	
108,749								914,681							0.1124	0.3713	0.2940	0.6653	0.7777	
Seasonal Total (tons/season) =																			118.99	

Bold figures: New numbers taken from P & R directory
 Figures in bracket: Carry forward figures from conformity doc

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.03490773
Growth factor (2002-2010)	1.27926181

SEASON 3 (Oct-Dec)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

12/10/07

													E M I S S I O N S							
LOCATION	OUTSIDE MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY VMT	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING		Total Running Emission (tons/day)	TOTAL (tons/day)	
			Total	OUTSIDE Growth Rate	INSIDE Growth Rate	Arterial Rate (gm/mile)										Freeway Rate (gm/mile)				
COMMUTER RAIL LOTS					1.28	1.28						Wk Days =	92		0.6700	0.3907	0.4116			
												Seasonal adj =	0.9282							
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	57	43	2,226	2,066	1,679	1,559	0.0005	0.0018	0.0014	0.0032	0.0037	
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	57	43	1,488	1,381	1,122	1,042	0.0004	0.0012	0.0009	0.0021	0.0025	
DICKERSON	0	15	0	15	19	0	7.5	144	57	43	82	76	62	57	0.0000	0.0001	0.0001	0.0001	0.0001	
BARNESVILLE	0	46	0	46	59	0	7.5	441	57	43	252	234	190	176	0.0001	0.0002	0.0002	0.0004	0.0004	
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	57	43	2,111	1,959	1,592	1,478	0.0006	0.0017	0.0013	0.0030	0.0036	
MET GROVE	0	352	0	352	450	0	7.5	3,377	57	43	1,925	1,787	1,452	1,348	0.0005	0.0015	0.0012	0.0028	0.0033	
WAS GROVE	0	15	0	15	19	0	7.5	144	57	43	82	76	62	57	0.0000	0.0001	0.0001	0.0001	0.0001	
GARRETT PARK	0	22	0	22	28	0	7.5	211	57	43	120	112	91	84	0.0000	0.0001	0.0001	0.0002	0.0002	
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	57	43	2,051	1,904	1,547	1,436	0.0004	0.0016	0.0013	0.0029	0.0034	
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	57	43	1,444	1,340	1,089	1,011	0.0004	0.0012	0.0009	0.0021	0.0024	
KENSINGTON	0	45	0	45	58	0	7.5	432	57	43	246	228	186	172	0.0001	0.0002	0.0002	0.0004	0.0004	
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	57	43	1,635	1,518	1,234	1,145	0.0004	0.0013	0.0010	0.0023	0.0027	
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	57	43	1,531	1,421	1,155	1,072	0.0004	0.0012	0.0010	0.0022	0.0026	
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	57	43	98	91	74	69	0.0000	0.0001	0.0001	0.0001	0.0002	
RIVERDALE	0	65	0	65	83	0	4.5	374	57	43	213	198	161	149	0.0001	0.0002	0.0001	0.0003	0.0004	
METRO RAIL LOTS																				
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	57	43	7,208	6,690	5,438	5,047	0.0016	0.0058	0.0046	0.0103	0.0119	
ARCHIVES	0	12	0	12	15	0	4.5	69	57	43	39	37	30	28	0.0000	0.0000	0.0000	0.0001	0.0001	
ARLING	0	10	0	10	13	0	4.5	58	57	43	33	30	25	23	0.0000	0.0000	0.0000	0.0000	0.0001	
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	57	43	3,856	3,579	2,909	2,700	0.0017	0.0031	0.0024	0.0055	0.0073	
BENN.RD	0	520	0	520	665	0	4.5	2,993	57	43	1,706	1,584	1,287	1,195	0.0008	0.0014	0.0011	0.0024	0.0032	
BETH	0	395	0	395	505	0	4.5	2,274	57	43	1,296	1,203	978	908	0.0006	0.0010	0.0008	0.0019	0.0024	
BRADD RD	0	10	0	10	13	0	4.5	58	57	43	33	30	25	23	0.0000	0.0000	0.0000	0.0000	0.0001	
BROOKLAND	0	27	0	27	35	0	4.5	155	57	43	89	82	67	62	0.0000	0.0001	0.0001	0.0001	0.0002	
CHEVERLY	0	557	0	557	713	0	4.5	3,206	57	43	1,828	1,696	1,379	1,280	0.0008	0.0015	0.0012	0.0026	0.0034	
CLARENDON	0	554	0	554	709	0	4.5	3,189	57	43	1,818	1,687	1,371	1,273	0.0008	0.0015	0.0012	0.0026	0.0034	
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	57	43	1,201	1,115	906	841	0.0005	0.0010	0.0008	0.0017	0.0023	
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	57	43	840	780	634	588	0.0004	0.0007	0.0005	0.0012	0.0016	
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	57	43	1,139	1,057	859	797	0.0005	0.0009	0.0007	0.0016	0.0021	
DEANWOOD	0	194	0	194	248	0	4.5	1,117	57	43	637	591	480	446	0.0003	0.0005	0.0004	0.0009	0.0012	
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	57	43	4,446	4,127	3,354	3,113	0.0019	0.0036	0.0028	0.0064	0.0083	
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	57	43	541	503	408	379	0.0002	0.0004	0.0003	0.0008	0.0010	
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	57	43	584	542	441	409	0.0003	0.0005	0.0004	0.0008	0.0011	
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	57	43	1,450	1,346	1,094	1,016	0.0007	0.0012	0.0009	0.0021	0.0027	
EIS	0	352	0	352	450	0	4.5	2,026	57	43	1,155	1,072	871	809	0.0005	0.0009	0.0007	0.0017	0.0022	
FARRAGUT NORTH	0	102	0	102	130	0	4.5	587	57	43	335	311	252	234	0.0002	0.0003	0.0002	0.0005	0.0006	
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	57	43	725	673	547	508	0.0003	0.0006	0.0005	0.0010	0.0014	
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	57	43	246	228	186	172	0.0001	0.0002	0.0002	0.0004	0.0005	
FEDERAL TRI	0	54	0	54	69	0	4.5	311	57	43	177	164	134	124	0.0001	0.0001	0.0001	0.0003	0.0003	
FOGGY	0	102	0	102	130	0	4.5	587	57	43	335	311	252	234	0.0002	0.0003	0.0002	0.0005	0.0006	
FORT TROTTER	0	445	0	445	569	0	4.5	2,562	57	43	1,460	1,355	1,102	1,022	0.0007	0.0012	0.0009	0.0021	0.0028	
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	57	43	2,228	2,068	1,681	1,560	0.0010	0.0018	0.0014	0.0032	0.0042	
GALLERY PLACE	0	124	0	124	159	0	4.5	714	57	43	407	378	307	285	0.0002	0.0003	0.0003	0.0006	0.0008	
GROSVENOR	0	716	0	716	916	0	4.5	4,122	57	43	2,349	2,181	1,772	1,645	0.0011	0.0019	0.0015	0.0034	0.0044	
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	57	43	17,074	15,848	12,880	11,955	0.0037	0.0137	0.0108	0.0245	0.0282	
JUD SQUARE	0	110	0	110	141	0	4.5	633	57	43	361	335	272	253	0.0002	0.0003	0.0002	0.0005	0.0007	
KING ST	0	30	0	30	38	0	4.5	173	57	43	98	91	74	69	0.0000	0.0001	0.0001	0.0001	0.0002	
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	57	43	10,281	9,543	7,756	7,199	0.0024	0.0082	0.0065	0.0148	0.0172	
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	57	43	971	902	733	680	0.0004	0.0008	0.0006	0.0014	0.0018	

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LOCATION															E M I S S I O N S					TOTAL (tons/day)
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY %	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING				
					INSIDE Growth Rate	OUTSIDE Growth Rate										Arterial Rate (gm/mile)	Freeway Rate (gm/mile)	Total Running Emission		
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	57	43	171	158	129	119	0.0001	0.0001	0.0001	0.0002	0.0003	
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	57	43	46	43	35	32	0.0000	0.0000	0.0000	0.0001	0.0001	
METRO CENTER	0	177	0	177	226	0	4.5	1,019	57	43	581	539	438	407	0.0003	0.0005	0.0004	0.0008	0.0011	
MINNES	0	353	0	353	452	0	4.5	2,032	57	43	1,158	1,075	874	811	0.0005	0.0009	0.0007	0.0017	0.0022	
NAT AIR	0	87	0	87	111	0	4.5	501	57	43	285	265	215	200	0.0001	0.0002	0.0002	0.0004	0.0005	
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	57	43	11,468	10,645	8,651	8,030	0.0023	0.0092	0.0073	0.0165	0.0188	
PRNTAGON	0	561	0	561	718	0	4.5	3,229	57	43	1,841	1,709	1,389	1,289	0.0008	0.0015	0.0012	0.0026	0.0035	
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	57	43	1,250	1,160	943	875	0.0006	0.0010	0.0008	0.0018	0.0024	
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	57	43	1,749	1,623	1,319	1,225	0.0008	0.0014	0.0011	0.0025	0.0033	
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	57	43	2,189	2,031	1,651	1,533	0.0010	0.0017	0.0014	0.0031	0.0041	
ROSSLYN	0	356	0	356	455	0	4.5	2,049	57	43	1,168	1,084	881	818	0.0005	0.0009	0.0007	0.0017	0.0022	
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	57	43	23,718	22,015	17,893	16,608	0.0061	0.0190	0.0151	0.0340	0.0401	
SILVER SPRING	0	44	0	44	56	0	4.5	253	57	43	144	134	109	101	0.0001	0.0001	0.0001	0.0002	0.0003	
SMITH MALL	0	120	0	120	154	0	4.5	691	57	43	394	365	297	276	0.0002	0.0003	0.0003	0.0006	0.0007	
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	57	43	3,203	2,973	2,416	2,242	0.0014	0.0026	0.0020	0.0046	0.0060	
TAKOMA PK	0	146	0	146	187	0	4.5	840	57	43	479	445	361	335	0.0002	0.0004	0.0003	0.0007	0.0009	
TENLEYTON	0	17	0	17	22	0	4.5	98	57	43	56	52	42	39	0.0000	0.0000	0.0000	0.0001	0.0001	
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	57	43	3,728	3,460	2,812	2,610	0.0017	0.0030	0.0024	0.0053	0.0070	
UNION STAT	0	378	0	378	484	0	4.5	2,176	57	43	1,240	1,151	936	869	0.0006	0.0010	0.0008	0.0018	0.0023	
VAN NESS	0	343	0	343	439	0	4.5	1,975	57	43	1,125	1,045	849	788	0.0005	0.0009	0.0007	0.0016	0.0021	
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	57	43	20,404	18,939	15,393	14,287	0.0048	0.0163	0.0130	0.0293	0.0341	
VA SQUARE	0	642	0	642	821	0	4.5	3,696	57	43	2,107	1,955	1,589	1,475	0.0009	0.0017	0.0013	0.0030	0.0040	
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	57	43	7,163	6,649	5,404	5,016	0.0032	0.0057	0.0046	0.0103	0.0135	
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	57	43	5,358	4,974	4,042	3,752	0.0024	0.0043	0.0034	0.0077	0.0101	
WOODLEY	0	68	0	68	87	0	4.5	391	57	43	223	207	168	156	0.0001	0.0002	0.0001	0.0003	0.0004	
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	57	43	2,078	1,929	1,568	1,455	0.0005	0.0017	0.0013	0.0030	0.0035	
BUS & CAR POOL LOTS																				
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	57	43	2,618	2,430	1,975	1,834	0.0012	0.0021	0.0017	0.0038	0.0049	
PG PLAZA	0	47	0	47	60	0	4.5	271	57	43	154	143	116	108	0.0001	0.0001	0.0001	0.0002	0.0003	
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	57	43	328	305	248	230	0.0001	0.0003	0.0002	0.0005	0.0006	
CAP PLAZA	0	100	0	100	128	0	4.5	576	57	43	328	305	248	230	0.0001	0.0003	0.0002	0.0005	0.0006	
EASTOVER	0	100	0	100	128	0	4.5	576	57	43	328	305	248	230	0.0001	0.0003	0.0002	0.0005	0.0006	
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	57	43	92	85	69	64	0.0000	0.0001	0.0001	0.0001	0.0002	
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	57	43	1,903	1,767	1,436	1,333	0.0009	0.0015	0.0012	0.0027	0.0036	
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	57	43	158	146	119	110	0.0001	0.0001	0.0001	0.0002	0.0003	
FRED ARMORY	0	33	0	33	42	0	7.5	317	57	43	180	168	136	126	0.0000	0.0001	0.0001	0.0003	0.0003	
MYERSVILLE	0	65	0	65	83	0	7.5	624	57	43	355	330	268	249	0.0001	0.0003	0.0002	0.0005	0.0006	
ROSEMONT	0	45	0	45	58	0	7.5	432	57	43	246	228	186	172	0.0001	0.0002	0.0002	0.0004	0.0004	
URBANA	0	193	0	193	247	0	7.5	1,852	57	43	1,055	980	796	739	0.0003	0.0008	0.0007	0.0015	0.0018	
JEFFERSON	0	40	0	40	51	0	7.5	384	57	43	219	203	165	153	0.0001	0.0002	0.0001	0.0003	0.0004	
NORBECK RD	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,259	1,023	950	0.0004	0.0011	0.0009	0.0019	0.0023	
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	57	43	3,555	3,300	2,682	2,489	0.0010	0.0028	0.0023	0.0051	0.0061	
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	57	43	2,352	2,183	1,774	1,647	0.0005	0.0019	0.0015	0.0034	0.0039	
COMUS ROAD	0	30	0	30	38	0	7.5	288	57	43	164	152	124	115	0.0000	0.0001	0.0001	0.0002	0.0003	
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	57	43	1,641	1,523	1,238	1,149	0.0004	0.0013	0.0010	0.0024	0.0028	
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	57	43	2,734	2,538	2,063	1,915	0.0007	0.0022	0.0017	0.0039	0.0047	
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	57	43	1,094	1,015	825	766	0.0003	0.0009	0.0007	0.0016	0.0019	
TECH ROAD	0	155	0	155	198	0	7.5	1,487	57	43	848	787	639	594	0.0002	0.0007	0.0005	0.0012	0.0014	
BELTWAY	0	265	0	265	339	0	7.5	2,543	57	43	1,449	1,345	1,093	1,015	0.0004	0.0012	0.0009	0.0021	0.0025	
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	57	43	339	315	256	237	0.0001	0.0003	0.0002	0.0005	0.0006	
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	57	43	2,461	2,284	1,857	1,723	0.0007	0.0020	0.0016	0.0035	0.0042	
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	57	43	547	508	413	383	0.0001	0.0004	0.0003	0.0008	0.0009	
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	57	43	3,593	3,335	2,711	2,516	0.0009	0.0029	0.0023	0.0052	0.0060	
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	57	43	2,319	2,152	1,749	1,624	0.0005	0.0019	0.0015	0.0033	0.0038	

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														E M I S S I O N S						
LOCATION	OUTSIDE MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL		FREEWAY	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START	RUNNING			TOTAL
			Total	INSIDE	OUTSIDE	%				Rate (gm/mile)							Arterial	Freeway	Total Running Emission	
				MSA	MSA	Growth Rate			Growth Rate											
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	57	43	3,549	3,294	2,678	2,485	0.0009	0.0028	0.0023	0.0051	0.0060	
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,523	1,238	1,149	0.0003	0.0013	0.0010	0.0024	0.0027	
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	57	43	273	254	206	191	0.0001	0.0002	0.0002	0.0004	0.0005	
FT.WASHINGTON	0	412	0	412	527	0	7.5	3,953	57	43	2,253	2,091	1,700	1,578	0.0006	0.0018	0.0014	0.0032	0.0038	
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	57	43	383	355	289	268	0.0001	0.0003	0.0002	0.0005	0.0007	
RESTON	0	1547	0	1547	1979	0	7.5	14,843	57	43	8,460	7,853	6,382	5,924	0.0023	0.0068	0.0054	0.0121	0.0144	
GREENBRIAR	0	55	0	55	70	0	7.5	528	57	43	301	279	227	211	0.0001	0.0002	0.0002	0.0004	0.0005	
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	57	43	820	761	619	574	0.0002	0.0007	0.0005	0.0012	0.0014	
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	57	43	3,434	3,188	2,591	2,405	0.0009	0.0027	0.0022	0.0049	0.0059	
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	57	43	1,258	1,168	949	881	0.0003	0.0010	0.0008	0.0018	0.0021	
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	57	43	191	178	144	134	0.0001	0.0002	0.0001	0.0003	0.0003	
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	57	43	77	71	58	54	0.0000	0.0001	0.0000	0.0001	0.0001	
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	57	43	13,109	12,168	9,889	9,179	0.0035	0.0105	0.0083	0.0188	0.0224	
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	57	43	3,035	2,817	2,290	2,125	0.0008	0.0024	0.0019	0.0044	0.0052	
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	57	43	3,063	2,843	2,310	2,144	0.0007	0.0024	0.0019	0.0044	0.0051	
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	57	43	853	792	644	597	0.0002	0.0007	0.0005	0.0012	0.0015	
HILLEDALE	0	248	0	248	317	0	7.5	2,379	57	43	1,356	1,259	1,023	950	0.0004	0.0011	0.0009	0.0019	0.0023	
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	57	43	5,174	4,802	3,903	3,623	0.0014	0.0041	0.0033	0.0074	0.0088	
List of new lots to be added in Conformity Document list																				

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														E M I S S I O N S						
LOCATION	OUTSIDE MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL %	FREEWAY %	ARTERIAL VMT	Adj.Art VMT	FREEWAY VMT	Adj.Fwy VMT	COLD START Rate (gm/mile)	RUNNING		TOTAL (tons/day)		
			Total	INSIDE Growth Rate	OUTSIDE Growth Rate	Arterial Rate (gm/mile)										Freeway Rate (gm/mile)				
PARK-AND-RIDE LOTS - VIRGINIA					0	0		0				0								
FAIRFAX COUNTY					0	0		0				0								
American Legion	50	50	50	100	64	64	7.5	959	57	43	547	508	413	383	0.0001	0.0004	0.0003	0.0008	0.0009	
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	57	43	186	173	140	130	0.0000	0.0001	0.0001	0.0003	0.0003	
Centreville	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,878	1,526	1,417	0.0004	0.0016	0.0013	0.0029	0.0033	
Centreville United Methodist Ch	50	74	74	147	94	94	7.5	1,410	57	43	804	746	606	563	0.0002	0.0006	0.0005	0.0012	0.0013	
Fairfax County Government Cer	50	85	85	170	109	109	7.5	1,631	57	43	930	863	701	651	0.0002	0.0007	0.0006	0.0013	0.0015	
Greenbriar Park	50	28	28	55	35	35	7.5	528	57	43	301	279	227	211	0.0001	0.0002	0.0002	0.0004	0.0005	
Herndon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	57	43	9,543	8,858	7,199	6,682	0.0019	0.0076	0.0061	0.0137	0.0156	
Michael's	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,015	825	766	0.0002	0.0009	0.0007	0.0016	0.0018	
Parkwood Baptist	50	9	9	18	12	12	7.5	173	57	43	98	91	74	69	0.0000	0.0001	0.0001	0.0001	0.0002	
South Run District Pk	50	170	170	340	217	217	7.5	3,262	57	43	1,859	1,726	1,403	1,302	0.0004	0.0015	0.0012	0.0027	0.0030	
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	57	43	547	508	413	383	0.0001	0.0004	0.0003	0.0008	0.0009	
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	57	43	1,974	1,833	1,489	1,382	0.0004	0.0016	0.0013	0.0028	0.0032	
Sully Station	50	70	70	140	90	90	7.5	1,343	57	43	766	711	578	536	0.0002	0.0006	0.0005	0.0011	0.0013	
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	57	43	913	848	689	640	0.0002	0.0007	0.0006	0.0013	0.0015	
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	57	43	273	254	206	191	0.0001	0.0002	0.0002	0.0004	0.0004	
PARK-AND-RIDE LOTS - VIRGINIA																				
LOUDOUN COUNTY																				
Ashburn Farm	50	10	10	20	13	13	7.5	192	57	43	109	102	83	77	0.0000	0.0001	0.0001	0.0002	0.0002	
Ashburn Village	50	20	20	40	26	26	7.5	384	57	43	219	203	165	153	0.0000	0.0002	0.0001	0.0003	0.0004	
Cascades	50	28	28	55	35	35	7.5	528	57	43	301	279	227	211	0.0001	0.0002	0.0002	0.0004	0.0005	
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	57	43	4,102	3,807	3,094	2,872	0.0008	0.0033	0.0026	0.0059	0.0067	
Hamilton	50	25	25	50	32	32	7.5	480	57	43	273	254	206	191	0.0001	0.0002	0.0002	0.0004	0.0004	
Innovation Avenue	50	38	38	75	48	48	7.5	720	57	43	410	381	309	287	0.0001	0.0003	0.0003	0.0006	0.0007	
Leesburg	50	25	25	50	32	32	7.5	480	57	43	273	254	206	191	0.0001	0.0002	0.0002	0.0004	0.0004	
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	57	43	6,563	6,091	4,951	4,595	0.0013	0.0052	0.0042	0.0094	0.0107	
Purcellville	50	18	18	35	22	22	7.5	336	57	43	191	178	144	134	0.0000	0.0002	0.0001	0.0003	0.0003	
Sterling Park SC	50	23	23	45	29	29	7.5	432	57	43	246	228	186	172	0.0000	0.0002	0.0002	0.0004	0.0004	
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	57	43	263	244	198	184	0.0001	0.0002	0.0002	0.0004	0.0004	
PARK-AND-RIDE LOTS - VIRGINIA																				
PRINCE WILLIAM COUNTY																				
Brittany	50	48	48	95	61	61	7.5	911	57	43	520	482	392	364	0.0001	0.0004	0.0003	0.0007	0.0009	
Dale City	50	294	294	587	375	375	7.5	5,632	57	43	3,210	2,980	2,422	2,248	0.0007	0.0026	0.0020	0.0046	0.0053	
Harbor Drive	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,015	825	766	0.0002	0.0009	0.0007	0.0016	0.0018	
Lindendale	50	108	108	216	138	138	7.5	2,072	57	43	1,181	1,096	891	827	0.0002	0.0009	0.0008	0.0017	0.0019	
Montclair	50	25	25	50	32	32	7.5	480	57	43	273	254	206	191	0.0001	0.0002	0.0002	0.0004	0.0004	
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	57	43	1,012	939	763	708	0.0002	0.0008	0.0006	0.0015	0.0017	
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	57	43	924	858	697	647	0.0002	0.0007	0.0006	0.0013	0.0015	
Triangle	50	15	15	29	19	19	7.5	278	57	43	159	147	120	111	0.0000	0.0001	0.0001	0.0002	0.0003	
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	57	43	3,079	2,858	2,323	2,156	0.0006	0.0025	0.0020	0.0044	0.0050	
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	57	43	1,498	1,391	1,130	1,049	0.0003	0.0012	0.0010	0.0022	0.0025	
MARC TRAIN COMMUTER LOTS																				
College Park	25	431	144	574	551	184	7.5	5,507	57	43	3,139	2,914	2,368	2,198	0.0007	0.0025	0.0020	0.0045	0.0052	
Frederick	0	0	0	0	0	0	7.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	57	43	18,397	17,076	13,879	12,882	0.0035	0.0147	0.0117	0.0264	0.0299	
Harpers Ferry		98	0	98	125	0	7.5	940	57	43	536	497	404	375	0.0001	0.0004	0.0003	0.0008	0.0009	
Muirkirk	60	260	390	650	333	499	7.5	6,236	57	43	3,555	3,300	2,682	2,489	0.0007	0.0028	0.0023	0.0051	0.0058	
Seabrook	0	264	0	264	338	0	4.5	1,520	57	43	866	804	653	607	0.0004	0.0007	0.0006	0.0012	0.0016	
Silver Spring	0	0	0	0	0	0	4.5	0	57	43	0	0	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	
Union Station	0	781	0	781	999	0	7.5	7,493	57	43	4,271	3,964	3,222	2,991	0.0012	0.0034	0.0027	0.0061	0.0073	
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS																				
Backlick Road	50	110	110	220	141	141	7.5	2,111	57	43	1,203	1,117	908	842	0.0002	0.0010	0.0008	0.0017	0.0020	
Broad Run	50	198	198	396	253	253	7.5	3,799	57	43	2,166	2,010	1,634	1,516	0.0004	0.0017	0.0014	0.0031	0.0035	
Brooke	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,523	1,238	1,149	0.0003	0.0013	0.0010	0.0024	0.0027	
Burke Center	50	275	275	550	352	352	7.5	5,277	57	43	3,008	2,792	2,269	2,106	0.0006	0.0024	0.0019	0.0043	0.0049	
Franconia/Springfield (operated	50	1900	1900	3800	2431	2431	7.5	36,459	57	43	20,782	19,289	15,677	14,552	0.0042	0.0166	0.0132	0.0298	0.0340	
Leeland Road	50	326	326	652	417	417	7.5	6,256	57	43	3,566	3,310	2,690	2,497	0.0007	0.0029	0.0023	0.0051	0.0058	
Lorton	50	100	100	200	128	128	7.5	1,919	57	43	1,094	1,015	825	766	0.0002	0.0009	0.0007	0.0016	0.0018	
Manassas	50	187	187	374	239	239	7.5	3,588	57	43	2,045	1,898	1,543	1,432	0.0004	0.0016	0.0013	0.0029	0.0033	

SEASON 3 (Oct-Dec)
2010 Precursor NOx
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

12/10/07

															E M I S S I O N S												
LOCATION	OUTSIDE MSA (%)	INSIDE MSA	2002		2010		AVERAGE TRIP LENGTH	2010 VMT	ARTERIAL		FREEWAY		ARTERIAL		Adj.Art VMT	FREEWAY		Adj.Fwy VMT	COLD START	RUNNING		TOTAL					
			Total	INSIDE Growth Rate	OUTSIDE Growth Rate	%			VMT	VMT	Rate (gm/mile)	Rate (gm/mile)	Rate (gm/mile)	Total Running Emission													
Manassas Park	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,523	1,238	1,149	0.0003	0.0013	0.0010	0.0024	0.0027								
Quantico	50	109	109	217	139	139	7.5	2,082	57	43	1,187	1,102	895	831	0.0002	0.0009	0.0008	0.0017	0.0019								
Rippon	50	150	150	300	192	192	7.5	2,878	57	43	1,641	1,523	1,238	1,149	0.0003	0.0013	0.0010	0.0024	0.0027								
Rolling Road	50	185	185	370	237	237	7.5	3,550	57	43	2,023	1,878	1,526	1,417	0.0004	0.0016	0.0013	0.0029	0.0033								
Woodbridge	50	294	294	588	376	376	7.5	5,642	57	43	3,216	2,985	2,426	2,252	0.0007	0.0026	0.0020	0.0046	0.0053								
METRORAIL PARKING LOTS																											
Anacostia	25	861	287	1148	1101	367	7.5	11,014	57	43	6,278	5,827	4,736	4,396	0.0015	0.0050	0.0040	0.0090	0.0105								
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	57	43	17,621	16,355	13,293	12,338	0.0036	0.0141	0.0112	0.0253	0.0289								
Capitol Heights	50	194	194	387	248	248	7.5	3,713	57	43	2,116	1,964	1,597	1,482	0.0004	0.0017	0.0013	0.0030	0.0035								
College Park	25	465	155	620	595	198	7.5	5,949	57	43	3,391	3,147	2,558	2,374	0.0008	0.0027	0.0022	0.0049	0.0057								
Congress Heights	0	66	0	66	84	0	4.5	380	57	43	217	201	163	152	0.0001	0.0002	0.0001	0.0003	0.0004								
Deanwood	0	194	0	194	248	0	7.5	1,861	57	43	1,061	985	800	743	0.0003	0.0008	0.0007	0.0015	0.0018								
East Falls Church	50	221	221	442	283	283	7.5	4,241	57	43	2,417	2,244	1,824	1,693	0.0005	0.0019	0.0015	0.0035	0.0040								
Forest Glen	50	329	329	658	421	421	7.5	6,313	57	43	3,598	3,340	2,715	2,520	0.0007	0.0029	0.0023	0.0052	0.0059								
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	57	43	13,037	12,101	9,835	9,129	0.0044	0.0104	0.0083	0.0187	0.0231								
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	57	43	6,070	5,635	4,579	4,251	0.0020	0.0049	0.0039	0.0087	0.0108								
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	57	43	19,496	18,097	14,708	13,652	0.0039	0.0156	0.0124	0.0280	0.0319								
Naylor Road	50	216	216	431	276	276	7.5	4,135	57	43	2,357	2,188	1,778	1,650	0.0005	0.0019	0.0015	0.0034	0.0039								
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	57	43	6,759	6,274	5,099	4,733	0.0016	0.0054	0.0043	0.0097	0.0113								
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	57	43	7,153	6,640	5,396	5,009	0.0024	0.0057	0.0045	0.0103	0.0127								
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	57	43	6,776	6,289	5,112	4,745	0.0023	0.0054	0.0043	0.0097	0.0120								
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	57	43	1,335	1,240	1,007	935	0.0005	0.0011	0.0008	0.0019	0.0024								
West Hyattsville	25	453	151	604	580	193	7.5	5,795	57	43	3,303	3,066	2,492	2,313	0.0008	0.0026	0.0021	0.0047	0.0055								
Wheaton	25	759	253	1012	971	324	7.5	9,710	57	43	5,534	5,137	4,175	3,875	0.0013	0.0044	0.0035	0.0079	0.0092								
108,749								914,681								0.1385				0.4168		0.3313		0.7481		0.8866	

Bold figures: New numbers taken from P & R directory
 Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.03490773
Growth factor (2002-2010)	1.27926181

SEASON 1 (Jan-Apr)
2010 PM AIR QUALITY EMISSIONS INVENTORY
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		(tons/day)
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	
					1.28	1.28		Wk Days = 120	0.0115		
COMMUTER RAIL LOTS								Seasonal adj = 0.9216			
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	3,599	41	0.0000
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	2,405	28	0.0000
DICKERSON	0	15	0	15	19	0	7.5	144	133	2	0.0000
BARNESVILLE	0	46	0	46	59	0	7.5	441	407	5	0.0000
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	3,413	39	0.0000
MET GROVE	0	352	0	352	450	0	7.5	3,377	3,112	36	0.0000
WAS GROVE	0	15	0	15	19	0	7.5	144	133	2	0.0000
GARRETT PARK	0	22	0	22	28	0	7.5	211	195	2	0.0000
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	3,316	38	0.0000
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	2,334	27	0.0000
KENSINGTON	0	45	0	45	58	0	7.5	432	398	5	0.0000
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	2,644	30	0.0000
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	2,476	28	0.0000
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	159	2	0.0000
RIVERDALE	0	65	0	65	83	0	4.5	374	345	4	0.0000
METRO RAIL LOTS											
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	11,654	134	0.0001
ARCHIVES	0	12	0	12	15	0	4.5	69	64	1	0.0000
ARLING	0	10	0	10	13	0	4.5	58	53	1	0.0000
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	6,234	72	0.0001
BENN.RD	0	520	0	520	665	0	4.5	2,993	2,759	32	0.0000
BETH	0	395	0	395	505	0	4.5	2,274	2,096	24	0.0000
BRADD RD	0	10	0	10	13	0	4.5	58	53	1	0.0000
BROOKLAND	0	27	0	27	35	0	4.5	155	143	2	0.0000
CHEVERLY	0	557	0	557	713	0	4.5	3,206	2,955	34	0.0000
CLARENDON	0	554	0	554	709	0	4.5	3,189	2,939	34	0.0000
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	1,942	22	0.0000
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	1,358	16	0.0000
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	1,841	21	0.0000
DEANWOOD	0	194	0	194	248	0	4.5	1,117	1,029	12	0.0000
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	7,189	83	0.0001
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	875	10	0.0000
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	944	11	0.0000
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	2,345	27	0.0000
EIS	0	352	0	352	450	0	4.5	2,026	1,867	21	0.0000
FARRAGUT NORTH	0	102	0	102	130	0	4.5	587	541	6	0.0000
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	1,172	13	0.0000
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	398	5	0.0000
FEDERAL TRI	0	54	0	54	69	0	4.5	311	286	3	0.0000
FOGGY	0	102	0	102	130	0	4.5	587	541	6	0.0000

SEASON 1 (Jan-Apr)
2010 PM AIR QUALITY EMISSIONS INVENTORY
AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	2002				2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
FORT TROTTER	0	445	0	445	569	0	4.5	2,562	2,361	27	0.0000
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	3,602	41	0.0000
GALLERY PLAZA	0	124	0	124	159	0	4.5	714	658	8	0.0000
GROSVENOR	0	716	0	716	916	0	4.5	4,122	3,799	44	0.0000
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	27,606	317	0.0003
JUD SQUARE	0	110	0	110	141	0	4.5	633	584	7	0.0000
KING ST	0	30	0	30	38	0	4.5	173	159	2	0.0000
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	16,623	191	0.0002
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	1,570	18	0.0000
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	276	3	0.0000
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	74	1	0.0000
METRO CENTER	0	177	0	177	226	0	4.5	1,019	939	11	0.0000
MINNES	0	353	0	353	452	0	4.5	2,032	1,873	22	0.0000
NAT AIR	0	87	0	87	111	0	4.5	501	462	5	0.0000
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	18,542	213	0.0002
PRNTAGON	0	561	0	561	718	0	4.5	3,229	2,976	34	0.0000
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	2,021	23	0.0000
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	2,828	33	0.0000
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	3,539	41	0.0000
ROSSLYN	0	356	0	356	455	0	4.5	2,049	1,889	22	0.0000
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	38,349	441	0.0005
SILVER SPRING	0	44	0	44	56	0	4.5	253	233	3	0.0000
SMITH MALL	0	120	0	120	154	0	4.5	691	637	7	0.0000
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	5,178	60	0.0001
TAKOMA PK	0	146	0	146	187	0	4.5	840	775	9	0.0000
TENLEYTON	0	17	0	17	22	0	4.5	98	90	1	0.0000
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	6,027	69	0.0001
UNION STAT	0	378	0	378	484	0	4.5	2,176	2,005	23	0.0000
VAN NESS	0	343	0	343	439	0	4.5	1,975	1,820	21	0.0000
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	32,990	379	0.0004
VA SQUARE	0	642	0	642	821	0	4.5	3,696	3,406	39	0.0000
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	11,582	133	0.0001
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	8,664	100	0.0001
WOODLEY	0	68	0	68	87	0	4.5	391	361	4	0.0000
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	3,360	39	0.0000
BUS & CAR POOL LOTS											
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	4,234	49	0.0001
PG PLAZA	0	47	0	47	60	0	4.5	271	249	3	0.0000
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	531	6	0.0000
CAP PLAZA	0	100	0	100	128	0	4.5	576	531	6	0.0000
EASTOVER	0	100	0	100	128	0	4.5	576	531	6	0.0000
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	149	2	0.0000
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	3,077	35	0.0000
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	255	3	0.0000
FRED ARMORY	0	33	0	33	42	0	7.5	317	292	3	0.0000

SEASON 1 (Jan-Apr)
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AUTO ACCESS TO TRANSIT
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LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
MYERSVILLE	0	65	0	65	83	0	7.5	624	575	7	0.0000
ROSEMONT	0	45	0	45	58	0	7.5	432	398	5	0.0000
URBANA	0	193	0	193	247	0	7.5	1,852	1,707	20	0.0000
JEFFERSON	0	40	0	40	51	0	7.5	384	354	4	0.0000
NORBECK RD	0	248	0	248	317	0	7.5	2,379	2,193	25	0.0000
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	5,747	66	0.0001
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	3,802	44	0.0000
COMUS ROAD	0	30	0	30	38	0	7.5	288	265	3	0.0000
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	2,653	31	0.0000
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	4,421	51	0.0001
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	1,768	20	0.0000
TECH ROAD	0	155	0	155	198	0	7.5	1,487	1,371	16	0.0000
BELTWAY	0	265	0	265	339	0	7.5	2,543	2,343	27	0.0000
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	548	6	0.0000
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	3,979	46	0.0001
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	884	10	0.0000
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	5,809	67	0.0001
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	3,749	43	0.0000
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	5,739	66	0.0001
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	2,653	31	0.0000
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	442	5	0.0000
FT. WASHINGTON	0	412	0	412	527	0	7.5	3,953	3,643	42	0.0000
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	619	7	0.0000
RESTON	0	1547	0	1547	1979	0	7.5	14,843	13,679	157	0.0002
GREENBRIAR	0	55	0	55	70	0	7.5	528	486	6	0.0000
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	1,326	15	0.0000
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	5,553	64	0.0001
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	2,034	23	0.0000
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	309	4	0.0000
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	124	1	0.0000
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	21,195	244	0.0003
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	4,907	56	0.0001
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	4,952	57	0.0001
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	1,379	16	0.0000
HILLEDALE	0	248	0	248	317	0	7.5	2,379	2,193	25	0.0000
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	8,365	96	0.0001
List of new lots to be added in Conformity Document list											
PARK-AND-RIDE LOTS - MARYLAND											
PARK-AND-RIDE LOTS - MARYLAND											
CHARLES COUNTY											
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	3,387	39	0.0000
Charles County Government Bld	25	26	9	35	34	11	7.5	336	309	4	0.0000
Food Lion Shopping Center	25	38	13	50	48	16	7.5	480	442	5	0.0000
La Plata Armory	25	15	5	20	19	6	7.5	192	177	2	0.0000

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LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
Laurel Springs Regional Park	25	38	13	50	48	16	7.5	480	442	5	0.0000
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	442	5	0.0000
Mattawoman-Beantown Rd	25	435	145	580	556	185	7.5	5,565	5,129	59	0.0001
Smallwood Village	25	75	25	100	96	32	7.5	959	884	10	0.0000
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	3,095	36	0.0000
PARK-AND-RIDE LOTS - MARYLAND											
FREDERICK COUNTY											
Frederick (north)	25	123	41	164	157	52	7.5	1,573	1,450	17	0.0000
Frederick (south)	25	173	58	230	221	74	7.5	2,207	2,034	23	0.0000
Monacacy Marcst	25	600	200	800	768	256	7.5	7,676	7,074	81	0.0001
PARK-AND-RIDE LOTS - MARYLAND											
MONTGOMERY COUNTY											
Colesville	0	190	0	190	243	0	7.5	1,823	1,680	19	0.0000
Damascus	50	0	0	0	0	0	7.5	0	0	0	0.0000
Gaithersburg	50	259	259	517	331	331	7.5	4,960	4,571	53	0.0001
Gaithersburg	50	175	175	350	224	224	7.5	3,358	3,095	36	0.0000
Germantown Town	50	0	0	0	0	0	7.5	0	0	0	0.0000
Greencastle	50	75	75	150	96	96	7.5	1,439	1,326	15	0.0000
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	1,547	18	0.0000
PARK-AND-RIDE LOTS - MAYLAND											
PRINCE GEORGE'S COUNTY											
Hampton Mall	0	100	0	100	128	0	4.5	576	531	6	0.0000
Laurel (south)	25	513	171	684	656	219	7.5	6,563	6,048	70	0.0001
PARK-AND-RIDE LOTS - VIRGINIA											
ARLINGTON COUNTY											
Ballston Public Parking Garage	25	375	125	500	480	160	7.5	4,797	4,421	51	0.0001
Washington-Lee	50	178	178	356	228	228	7.5	3,416	3,148	36	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
FAIRFAX COUNTY											
American Legion	50	50	50	100	64	64	7.5	959	884	10	0.0000
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	301	3	0.0000
Centreville	50	185	185	370	237	237	7.5	3,550	3,272	38	0.0000
Centreville United Methodist Ch	50	74	74	147	94	94	7.5	1,410	1,300	15	0.0000
Fairfax County Government Cer	50	85	85	170	109	109	7.5	1,631	1,503	17	0.0000
Greenbriar Park	50	28	28	55	35	35	7.5	528	486	6	0.0000
Herndon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	15,430	177	0.0002
Michael's	50	100	100	200	128	128	7.5	1,919	1,768	20	0.0000
Parkwood Baptist	50	9	9	18	12	12	7.5	173	159	2	0.0000
South Run District Pk	50	170	170	340	217	217	7.5	3,262	3,006	35	0.0000
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	884	10	0.0000
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	3,192	37	0.0000
Sully Station	50	70	70	140	90	90	7.5	1,343	1,238	14	0.0000
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	1,477	17	0.0000
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	442	5	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
LOUDOUN COUNTY											
Ashburn Farm	50	10	10	20	13	13	7.5	192	177	2	0.0000

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
Ashburn Village	50	20	20	40	26	26	7.5	384	354	4	0.0000
Cascades	50	28	28	55	35	35	7.5	528	486	6	0.0000
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	6,632	76	0.0001
Hamilton	50	25	25	50	32	32	7.5	480	442	5	0.0000
Innovation Avenue	50	38	38	75	48	48	7.5	720	663	8	0.0000
Leesburg	50	25	25	50	32	32	7.5	480	442	5	0.0000
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	10,611	122	0.0001
Purcellville	50	18	18	35	22	22	7.5	336	309	4	0.0000
Sterling Park SC	50	23	23	45	29	29	7.5	432	398	5	0.0000
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	424	5	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
PRINCE WILLIAM COUNTY											
Brittany	50	48	48	95	61	61	7.5	911	840	10	0.0000
Dale City	50	294	294	587	375	375	7.5	5,632	5,190	60	0.0001
Harbor Drive	50	100	100	200	128	128	7.5	1,919	1,768	20	0.0000
Lindendale	50	108	108	216	138	138	7.5	2,072	1,910	22	0.0000
Montclair	50	25	25	50	32	32	7.5	480	442	5	0.0000
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	1,636	19	0.0000
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	1,494	17	0.0000
Triangle	50	15	15	29	19	19	7.5	278	256	3	0.0000
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	4,978	57	0.0001
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	2,423	28	0.0000
MARC TRAIN COMMUTER LOTS											
College Park	25	431	144	574	551	184	7.5	5,507	5,075	58	0.0001
Frederick	0	0	0	0	0	0	7.5	0	0	0	0.0000
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	29,745	342	0.0004
Harpers Ferry		98	0	98	125	0	7.5	940	867	10	0.0000
Muirkirk	60	260	390	650	333	499	7.5	6,236	5,747	66	0.0001
Seabrook	0	264	0	264	338	0	4.5	1,520	1,401	16	0.0000
Silver Spring	0	0	0	0	0	0	4.5	0	0	0	0.0000
Union Station	0	781	0	781	999	0	7.5	7,493	6,906	79	0.0001
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS											
Backlick Road	50	110	110	220	141	141	7.5	2,111	1,945	22	0.0000
Broad Run	50	198	198	396	253	253	7.5	3,799	3,502	40	0.0000
Brooke	50	150	150	300	192	192	7.5	2,878	2,653	31	0.0000
Burke Center	50	275	275	550	352	352	7.5	5,277	4,863	56	0.0001
Franconia/Springfield (operated	50	1900	1900	3800	2431	2431	7.5	36,459	33,601	386	0.0004
Leeland Road	50	326	326	652	417	417	7.5	6,256	5,765	66	0.0001
Lorton	50	100	100	200	128	128	7.5	1,919	1,768	20	0.0000
Manassas	50	187	187	374	239	239	7.5	3,588	3,307	38	0.0000
Manassas Park	50	150	150	300	192	192	7.5	2,878	2,653	31	0.0000
Quantico	50	109	109	217	139	139	7.5	2,082	1,919	22	0.0000
Rippon	50	150	150	300	192	192	7.5	2,878	2,653	31	0.0000
Rolling Road	50	185	185	370	237	237	7.5	3,550	3,272	38	0.0000
Woodbridge	50	294	294	588	376	376	7.5	5,642	5,199	60	0.0001

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
METRORAIL PARKING LOTS											
Anacostia	25	861	287	1148	1101	367	7.5	11,014	10,151	117	0.0001
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	28,490	328	0.0004
Capitol Heights	50	194	194	387	248	248	7.5	3,713	3,422	39	0.0000
College Park	25	465	155	620	595	198	7.5	5,949	5,482	63	0.0001
Congress Heights	0	66	0	66	84	0	4.5	380	350	4	0.0000
Deanwood	0	194	0	194	248	0	7.5	1,861	1,715	20	0.0000
East Falls Church	50	221	221	442	283	283	7.5	4,241	3,908	45	0.0000
Forest Glen	50	329	329	658	421	421	7.5	6,313	5,818	67	0.0001
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	21,078	242	0.0003
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	9,815	113	0.0001
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	31,523	363	0.0004
Naylor Road	50	216	216	431	276	276	7.5	4,135	3,811	44	0.0000
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	10,929	126	0.0001
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	11,566	133	0.0001
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	10,956	126	0.0001
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	2,159	25	0.0000
West Hyattsville	25	453	151	604	580	193	7.5	5,795	5,341	61	0.0001
Wheaton	25	759	253	1012	971	324	7.5	9,710	8,948	103	0.0001
				108,749				914,681			0.0107
									Seasonal Total (tons/season) :		1.2823

Bold figures: New numbers taken from P & R directory

Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.034907726
Growth factor (2002-2010)	1.279261805

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		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	
					1.28	1.28			Wk Days = 153	0.0115	
COMMUTER RAIL LOTS									Seasonal adj = 0.9873		
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	3,855	44	0.0000
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	2,577	30	0.0000
DICKERSON	0	15	0	15	19	0	7.5	144	142	2	0.0000
BARNESVILLE	0	46	0	46	59	0	7.5	441	436	5	0.0000
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	3,656	42	0.0000
MET GROVE	0	352	0	352	450	0	7.5	3,377	3,334	38	0.0000
WAS GROVE	0	15	0	15	19	0	7.5	144	142	2	0.0000
GARRETT PARK	0	22	0	22	28	0	7.5	211	208	2	0.0000
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	3,552	41	0.0000
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	2,501	29	0.0000
KENSINGTON	0	45	0	45	58	0	7.5	432	426	5	0.0000
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	2,832	33	0.0000
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	2,652	31	0.0000
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	171	2	0.0000
RIVERDALE	0	65	0	65	83	0	4.5	374	369	4	0.0000
METRO RAIL LOTS											
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	12,485	144	0.0002
ARCHIVES	0	12	0	12	15	0	4.5	69	68	1	0.0000
ARLING	0	10	0	10	13	0	4.5	58	57	1	0.0000
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	6,678	77	0.0001
BENN.RD	0	520	0	520	665	0	4.5	2,993	2,955	34	0.0000
BETH	0	395	0	395	505	0	4.5	2,274	2,245	26	0.0000
BRADD RD	0	10	0	10	13	0	4.5	58	57	1	0.0000
BROOKLAND	0	27	0	27	35	0	4.5	155	153	2	0.0000
CHEVERLY	0	557	0	557	713	0	4.5	3,206	3,166	36	0.0000
CLARENDON	0	554	0	554	709	0	4.5	3,189	3,149	36	0.0000
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	2,080	24	0.0000
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	1,455	17	0.0000
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	1,972	23	0.0000
DEANWOOD	0	194	0	194	248	0	4.5	1,117	1,103	13	0.0000
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	7,701	89	0.0001
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	938	11	0.0000
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	1,012	12	0.0000
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	2,512	29	0.0000
EIS	0	352	0	352	450	0	4.5	2,026	2,001	23	0.0000
FARRAGUT NORTH	0	102	0	102	130	0	4.5	587	580	7	0.0000
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	1,256	14	0.0000
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	426	5	0.0000
FEDERAL TRI	0	54	0	54	69	0	4.5	311	307	4	0.0000
FOGGY	0	102	0	102	130	0	4.5	587	580	7	0.0000

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	
FORT TROTTE	0	445	0	445	569	0	4.5	2,562	2,529	29	0.0000
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	3,859	44	0.0000
GALLERY PLACE	0	124	0	124	159	0	4.5	714	705	8	0.0000
GROSVENOR	0	716	0	716	916	0	4.5	4,122	4,069	47	0.0001
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	29,574	340	0.0004
JUD SQUARE	0	110	0	110	141	0	4.5	633	625	7	0.0000
KING ST	0	30	0	30	38	0	4.5	173	171	2	0.0000
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	17,809	205	0.0002
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	1,682	19	0.0000
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	296	3	0.0000
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	80	1	0.0000
METRO CENTER	0	177	0	177	226	0	4.5	1,019	1,006	12	0.0000
MINNES	0	353	0	353	452	0	4.5	2,032	2,006	23	0.0000
NAT AIR	0	87	0	87	111	0	4.5	501	494	6	0.0000
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	19,864	228	0.0003
PRNTAGON	0	561	0	561	718	0	4.5	3,229	3,188	37	0.0000
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	2,165	25	0.0000
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	3,029	35	0.0000
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	3,791	44	0.0000
ROSSLYN	0	356	0	356	455	0	4.5	2,049	2,023	23	0.0000
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	41,083	472	0.0005
SILVER SPRING	0	44	0	44	56	0	4.5	253	250	3	0.0000
SMITH MALL	0	120	0	120	154	0	4.5	691	682	8	0.0000
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	5,547	64	0.0001
TAKOMA PK	0	146	0	146	187	0	4.5	840	830	10	0.0000
TENLEYTON	0	17	0	17	22	0	4.5	98	97	1	0.0000
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	6,457	74	0.0001
UNION STAT	0	378	0	378	484	0	4.5	2,176	2,148	25	0.0000
VAN NESS	0	343	0	343	439	0	4.5	1,975	1,949	22	0.0000
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	35,342	406	0.0004
VA SQUARE	0	642	0	642	821	0	4.5	3,696	3,649	42	0.0000
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	12,407	143	0.0002
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	9,281	107	0.0001
WOODLEY	0	68	0	68	87	0	4.5	391	386	4	0.0000
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	3,600	41	0.0000
BUS & CAR POOL LOTS											
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	4,535	52	0.0001
PG PLAZA	0	47	0	47	60	0	4.5	271	267	3	0.0000
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	568	7	0.0000
CAP PLAZA	0	100	0	100	128	0	4.5	576	568	7	0.0000
EASTOVER	0	100	0	100	128	0	4.5	576	568	7	0.0000
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	159	2	0.0000
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	3,296	38	0.0000

SEASON 2 (May-Sep)
2010 PM AIR QUALITY EMISSIONS INVENTORY
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2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	OUTSIDE MSA (%)	2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	273	3	0.0000
FRED ARMORY	0	33	0	33	42	0	7.5	317	313	4	0.0000
MYERSVILLE	0	65	0	65	83	0	7.5	624	616	7	0.0000
ROSEMONT	0	45	0	45	58	0	7.5	432	426	5	0.0000
URBANA	0	193	0	193	247	0	7.5	1,852	1,828	21	0.0000
JEFFERSON	0	40	0	40	51	0	7.5	384	379	4	0.0000
NORBECK RD	0	248	0	248	317	0	7.5	2,379	2,349	27	0.0000
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	6,157	71	0.0001
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	4,073	47	0.0001
COMUS ROAD	0	30	0	30	38	0	7.5	288	284	3	0.0000
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	2,842	33	0.0000
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	4,736	54	0.0001
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	1,895	22	0.0000
TECH ROAD	0	155	0	155	198	0	7.5	1,487	1,468	17	0.0000
BELTWAY	0	265	0	265	339	0	7.5	2,543	2,510	29	0.0000
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	587	7	0.0000
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	4,263	49	0.0001
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	947	11	0.0000
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	6,224	72	0.0001
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	4,016	46	0.0001
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	6,148	71	0.0001
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	2,842	33	0.0000
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	474	5	0.0000
FT. WASHINGTON	0	412	0	412	527	0	7.5	3,953	3,903	45	0.0000
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	663	8	0.0000
RESTON	0	1547	0	1547	1979	0	7.5	14,843	14,654	169	0.0002
GREENBRIAR	0	55	0	55	70	0	7.5	528	521	6	0.0000
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	1,421	16	0.0000
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	5,949	68	0.0001
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	2,179	25	0.0000
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	332	4	0.0000
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	133	2	0.0000
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	22,706	261	0.0003
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	5,257	60	0.0001
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	5,305	61	0.0001
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	1,478	17	0.0000
HILLENDALE	0	248	0	248	317	0	7.5	2,379	2,349	27	0.0000
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	8,961	103	0.0001
List of new lots to be added in Conformity Document list											
PARK-AND-RIDE LOTS - MARYLAND											
PARK-AND-RIDE LOTS - MARYLAND											
CHARLES COUNTY											
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	3,628	42	0.0000
Charles County Government Bldg	25	26	9	35	34	11	7.5	336	332	4	0.0000

SEASON 2 (May-Sep)
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LOCATION	2002				2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
Food Lion Shopping Center	25	38	13	50	48	16	7.5	480	474	5	0.0000
La Plata Armory	25	15	5	20	19	6	7.5	192	189	2	0.0000
Laurel Springs Regional Park	25	38	13	50	48	16	7.5	480	474	5	0.0000
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	474	5	0.0000
Mattawoman-Beantown Rd	25	435	145	580	556	185	7.5	5,565	5,494	63	0.0001
Smallwood Village	25	75	25	100	96	32	7.5	959	947	11	0.0000
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	3,315	38	0.0000
PARK-AND-RIDE LOTS - MARYLAND											
FREDERICK COUNTY											
Frederick (north)	25	123	41	164	157	52	7.5	1,573	1,554	18	0.0000
Frederick (south)	25	173	58	230	221	74	7.5	2,207	2,179	25	0.0000
Monacacy Marcst	25	600	200	800	768	256	7.5	7,676	7,578	87	0.0001
PARK-AND-RIDE LOTS - MARYLAND											
MONTGOMERY COUNTY											
Colesville	0	190	0	190	243	0	7.5	1,823	1,800	21	0.0000
Damascus	50	0	0		0	0	7.5	0	0	0	0.0000
Gaithersburg	50	259	259	517	331	331	7.5	4,960	4,897	56	0.0001
Gaithersburg	50	175	175	350	224	224	7.5	3,358	3,315	38	0.0000
Germantown Town	50	0	0		0	0	7.5	0	0	0	0.0000
Greencastle	50	75	75	150	96	96	7.5	1,439	1,421	16	0.0000
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	1,658	19	0.0000
PARK-AND-RIDE LOTS - MAYLAND											
PRINCE GEORGE'S COUNTY											
Hampton Mall	0	100	0	100	128	0	4.5	576	568	7	0.0000
Laurel (south)	25	513	171	684	656	219	7.5	6,563	6,479	75	0.0001
PARK-AND-RIDE LOTS - VIRGINIA											
ARLINGTON COUNTY											
Ballston Public Parking Garage	25	375	125	500	480	160	7.5	4,797	4,736	54	0.0001
Washington-Lee	50	178	178	356	228	228	7.5	3,416	3,372	39	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
FAIRFAX COUNTY											
American Legion	50	50	50	100	64	64	7.5	959	947	11	0.0000
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	322	4	0.0000
Centreville	50	185	185	370	237	237	7.5	3,550	3,505	40	0.0000
Centreville United Methodist Ch	50	74	74	147	94	94	7.5	1,410	1,392	16	0.0000
Fairfax County Government Cer	50	85	85	170	109	109	7.5	1,631	1,610	19	0.0000
Greenbriar Park	50	28	28	55	35	35	7.5	528	521	6	0.0000
Herndon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	16,530	190	0.0002
Michael's	50	100	100	200	128	128	7.5	1,919	1,895	22	0.0000
Parkwood Baptist	50	9	9	18	12	12	7.5	173	171	2	0.0000
South Run District Pk	50	170	170	340	217	217	7.5	3,262	3,221	37	0.0000
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	947	11	0.0000
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	3,420	39	0.0000
Sully Station	50	70	70	140	90	90	7.5	1,343	1,326	15	0.0000
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	1,582	18	0.0000
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	474	5	0.0000

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LOCATION		2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
PARK-AND-RIDE LOTS - VIRGINIA											
LOUDOUN COUNTY											
Ashburn Farm	50	10	10	20	13	13	7.5	192	189	2	0.0000
Ashburn Village	50	20	20	40	26	26	7.5	384	379	4	0.0000
Cascades	50	28	28	55	35	35	7.5	528	521	6	0.0000
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	7,104	82	0.0001
Hamilton	50	25	25	50	32	32	7.5	480	474	5	0.0000
Innovation Avenue	50	38	38	75	48	48	7.5	720	710	8	0.0000
Leesburg	50	25	25	50	32	32	7.5	480	474	5	0.0000
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	11,367	131	0.0001
Purcellville	50	18	18	35	22	22	7.5	336	332	4	0.0000
Sterling Park SC	50	23	23	45	29	29	7.5	432	426	5	0.0000
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	455	5	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
PRINCE WILLIAM COUNTY											
Brittany	50	48	48	95	61	61	7.5	911	900	10	0.0000
Dale City	50	294	294	587	375	375	7.5	5,632	5,560	64	0.0001
Harbor Drive	50	100	100	200	128	128	7.5	1,919	1,895	22	0.0000
Lindendale	50	108	108	216	138	138	7.5	2,072	2,046	24	0.0000
Montclair	50	25	25	50	32	32	7.5	480	474	5	0.0000
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	1,752	20	0.0000
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	1,601	18	0.0000
Triangle	50	15	15	29	19	19	7.5	278	275	3	0.0000
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	5,333	61	0.0001
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	2,595	30	0.0000
MARC TRAIN COMMUTER LOTS					0	0		0			
College Park	25	431	144	574	551	184	7.5	5,507	5,437	63	0.0001
Frederick	0	0	0	0	0	0	7.5	0	0	0	0.0000
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	31,866	366	0.0004
Harpers Ferry		98	0	98	125	0	7.5	940	928	11	0.0000
Muirkirk	60	260	390	650	333	499	7.5	6,236	6,157	71	0.0001
Seabrook	0	264	0	264	338	0	4.5	1,520	1,500	17	0.0000
Silver Spring	0	0	0	0	0	0	4.5	0	0	0	0.0000
Union Station	0	781	0	781	999	0	7.5	7,493	7,398	85	0.0001
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS											
Backlick Road	50	110	110	220	141	141	7.5	2,111	2,084	24	0.0000
Broad Run	50	198	198	396	253	253	7.5	3,799	3,751	43	0.0000
Brooke	50	150	150	300	192	192	7.5	2,878	2,842	33	0.0000
Burke Center	50	275	275	550	352	352	7.5	5,277	5,210	60	0.0001
Franconia/Springfield (operated	50	1900	1900	3800	2431	2431	7.5	36,459	35,996	414	0.0005
Leeland Road	50	326	326	652	417	417	7.5	6,256	6,176	71	0.0001
Lorton	50	100	100	200	128	128	7.5	1,919	1,895	22	0.0000
Manassas	50	187	187	374	239	239	7.5	3,588	3,543	41	0.0000
Manassas Park	50	150	150	300	192	192	7.5	2,878	2,842	33	0.0000
Quantico	50	109	109	217	139	139	7.5	2,082	2,056	24	0.0000
Rippon	50	150	150	300	192	192	7.5	2,878	2,842	33	0.0000

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
Rolling Road	50	185	185	370	237	237	7.5	3,550	3,505	40	0.0000
Woodbridge	50	294	294	588	376	376	7.5	5,642	5,570	64	0.0001
METRORAIL PARKING LOTS											
Anacostia	25	861	287	1148	1101	367	7.5	11,014	10,875	125	0.0001
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	30,521	351	0.0004
Capitol Heights	50	194	194	387	248	248	7.5	3,713	3,666	42	0.0000
College Park	25	465	155	620	595	198	7.5	5,949	5,873	68	0.0001
Congress Heights	0	66	0	66	84	0	4.5	380	375	4	0.0000
Deanwood	0	194	0	194	248	0	7.5	1,861	1,838	21	0.0000
East Falls Church	50	221	221	442	283	283	7.5	4,241	4,187	48	0.0001
Forest Glen	50	329	329	658	421	421	7.5	6,313	6,233	72	0.0001
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	22,581	260	0.0003
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	10,515	121	0.0001
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	33,770	388	0.0004
Naylor Road	50	216	216	431	276	276	7.5	4,135	4,083	47	0.0001
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	11,708	135	0.0001
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	12,390	142	0.0002
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	11,737	135	0.0001
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	2,313	27	0.0000
West Hyattsville	25	453	151	604	580	193	7.5	5,795	5,721	66	0.0001
Wheaton	25	759	253	1012	971	324	7.5	9,710	9,586	110	0.0001

108,749

914,681

10,385.2367

0.0114

Seasonal Total (tons/season) :

1.7515

Bold figures: New numbers taken from P & R directory

Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.034907726
Growth factor (2002-2010)	1.279261805

SEASON 3 (Oct-Dec)
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LOCATION		2002			2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
					1.28	1.28		Wk Days =	92	0.0114	
COMMUTER RAIL LOTS								Seasonal adj =	0.9282		
BRUNSWICK 25%	25	305	102	407	390	130	7.5	3,905	3,625	41	0.0000
PT OF ROCKS 25%	25	204	68	272	261	87	7.5	2,610	2,422	28	0.0000
DICKERSON	0	15	0	15	19	0	7.5	144	134	2	0.0000
BARNESVILLE	0	46	0	46	59	0	7.5	441	410	5	0.0000
GERMANTOWN	0	386	0	386	494	0	7.5	3,703	3,438	39	0.0000
MET GROVE	0	352	0	352	450	0	7.5	3,377	3,135	36	0.0000
WAS GROVE	0	15	0	15	19	0	7.5	144	134	2	0.0000
GARRETT PARK	0	22	0	22	28	0	7.5	211	196	2	0.0000
BOWIE 50%	50	188	188	375	240	240	7.5	3,598	3,340	38	0.0000
SEABROOK 15%	15	224	40	264	287	51	7.5	2,533	2,351	27	0.0000
KENSINGTON	0	45	0	45	58	0	7.5	432	401	5	0.0000
LAUREL 30%	30	209	90	299	268	115	7.5	2,869	2,663	30	0.0000
GAITHESBURG	0	280	0	280	358	0	7.5	2,686	2,494	28	0.0000
BERWYN HEIGHTS	0	30	0	30	38	0	4.5	173	160	2	0.0000
RIVERDALE	0	65	0	65	83	0	4.5	374	347	4	0.0000
METRO RAIL LOTS											
ADDISON ROAD 40%	40	791	527	1318	1012	674	7.5	12,646	11,738	134	0.0001
ARCHIVES	0	12	0	12	15	0	4.5	69	64	1	0.0000
ARLING	0	10	0	10	13	0	4.5	58	53	1	0.0000
BALLSTON	0	1175	0	1175	1503	0	4.5	6,764	6,278	72	0.0001
BENN.RD	0	520	0	520	665	0	4.5	2,993	2,779	32	0.0000
BETH	0	395	0	395	505	0	4.5	2,274	2,111	24	0.0000
BRADD RD	0	10	0	10	13	0	4.5	58	53	1	0.0000
BROOKLAND	0	27	0	27	35	0	4.5	155	144	2	0.0000
CHEVERLY	0	557	0	557	713	0	4.5	3,206	2,976	34	0.0000
CLARENDON	0	554	0	554	709	0	4.5	3,189	2,960	34	0.0000
CLEVELAND PK	0	366	0	366	468	0	4.5	2,107	1,956	22	0.0000
COURT HOUSE	0	256	0	256	327	0	4.5	1,474	1,368	16	0.0000
CRYSTAL CITY	0	347	0	347	444	0	4.5	1,998	1,854	21	0.0000
DEANWOOD	0	194	0	194	248	0	4.5	1,117	1,037	12	0.0000
DUN LORING 10%	10	1220	136	1355	1560	173	4.5	7,800	7,240	83	0.0001
DUPONT CIRCLE	0	165	0	165	211	0	4.5	950	882	10	0.0000
EASTERN MKT	0	178	0	178	228	0	4.5	1,025	951	11	0.0000
EAST FALLS CH	0	442	0	442	565	0	4.5	2,544	2,362	27	0.0000
EIS	0	352	0	352	450	0	4.5	2,026	1,881	21	0.0000
FARRAGUT NORTH	0	102	0	102	130	0	4.5	587	545	6	0.0000
FARRAGUT WEST	0	221	0	221	283	0	4.5	1,272	1,181	13	0.0000
FEDERAL CENTER	0	75	0	75	96	0	4.5	432	401	5	0.0000
FEDERAL TRI	0	54	0	54	69	0	4.5	311	289	3	0.0000
FOGGY	0	102	0	102	130	0	4.5	587	545	6	0.0000

SEASON 3 (Oct-Dec)
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AUTO ACCESS TO TRANSIT
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

LOCATION	2002				2010		AVERAGE TRIP LENGTH	2010 VMT	ADJ	RUNNING	TOTAL
	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
FORT TROTTE	0	445	0	445	569	0	4.5	2,562	2,378	27	0.0000
FRH.HEIGHTS	0	679	0	679	869	0	4.5	3,909	3,628	41	0.0000
GALLERY PLACE	0	124	0	124	159	0	4.5	714	663	8	0.0000
GROSVENOR	0	716	0	716	916	0	4.5	4,122	3,826	44	0.0000
HUNT NORTH 40%	40	1873	1249	3122	2396	1598	7.5	29,954	27,803	317	0.0003
JUD SQUARE	0	110	0	110	141	0	4.5	633	588	7	0.0000
KING ST	0	30	0	30	38	0	4.5	173	160	2	0.0000
LANDOVER 25%	25	1410	470	1880	1804	601	7.5	18,038	16,742	191	0.0002
L'ENFANT PLAZA	0	296	0	296	379	0	4.5	1,704	1,582	18	0.0000
MCPHERSON SQ	0	52	0	52	67	0	4.5	299	278	3	0.0000
MEDICAL CENTER	0	14	0	14	18	0	4.5	81	75	1	0.0000
METRO CENTER	0	177	0	177	226	0	4.5	1,019	946	11	0.0000
MINNES	0	353	0	353	452	0	4.5	2,032	1,886	22	0.0000
NAT AIR	0	87	0	87	111	0	4.5	501	465	5	0.0000
NEW CARROL 50%	50	1049	1049	2097	1341	1341	7.5	20,120	18,675	213	0.0002
PRNTAGON	0	561	0	561	718	0	4.5	3,229	2,998	34	0.0000
PENTAGON CITY	0	381	0	381	487	0	4.5	2,193	2,036	23	0.0000
POTOMAC AVE	0	533	0	533	682	0	4.5	3,068	2,848	32	0.0000
ROCKVILLE	0	667	0	667	853	0	4.5	3,840	3,564	41	0.0000
ROSSLYN	0	356	0	356	455	0	4.5	2,049	1,902	22	0.0000
SHADY GROVE 10%	10	3903	434	4337	4993	555	7.5	41,611	38,624	440	0.0005
SILVER SPRING	0	44	0	44	56	0	4.5	253	235	3	0.0000
SMITH MALL	0	120	0	120	154	0	4.5	691	641	7	0.0000
STADIUM ARM	0	976	0	976	1249	0	4.5	5,619	5,215	59	0.0001
TAKOMA PK	0	146	0	146	187	0	4.5	840	780	9	0.0000
TENLEYTON	0	17	0	17	22	0	4.5	98	91	1	0.0000
TWINBROOK	0	1136	0	1136	1453	0	4.5	6,540	6,070	69	0.0001
UNION STAT	0	378	0	378	484	0	4.5	2,176	2,020	23	0.0000
VAN NESS	0	343	0	343	439	0	4.5	1,975	1,833	21	0.0000
VIENNA 25%	25	2798	933	3731	3580	1193	7.5	35,797	33,227	379	0.0004
VA SQUARE	0	642	0	642	821	0	4.5	3,696	3,430	39	0.0000
WEST FALLS CHURCH	0	2183	0	2183	2793	0	4.5	12,567	11,665	133	0.0001
WHITE FLINT	0	1633	0	1633	2089	0	4.5	9,401	8,726	99	0.0001
WOODLEY	0	68	0	68	87	0	4.5	391	363	4	0.0000
RHODE ISLAND 30%	30	266	114	380	340	146	7.5	3,646	3,384	39	0.0000
BUS & CAR POOL LOTS											
CARTER BARRON	0	798	0	798	1021	0	4.5	4,594	4,264	49	0.0001
PG PLAZA	0	47	0	47	60	0	4.5	271	251	3	0.0000
PENN MAR SHOPP.	0	100	0	100	128	0	4.5	576	534	6	0.0000
CAP PLAZA	0	100	0	100	128	0	4.5	576	534	6	0.0000
EASTOVER	0	100	0	100	128	0	4.5	576	534	6	0.0000
FOUR MILE RUN	0	28	0	28	36	0	4.5	161	150	2	0.0000
SPRINGFIELD MALL	0	580	0	580	742	0	4.5	3,339	3,099	35	0.0000
SPRINGFIELD METH CH	0	48	0	48	61	0	4.5	276	256	3	0.0000

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		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
FRED ARMORY	0	33	0	33	42	0	7.5	317	294	3	0.0000
MYERSVILLE	0	65	0	65	83	0	7.5	624	579	7	0.0000
ROSEMONT	0	45	0	45	58	0	7.5	432	401	5	0.0000
URBANA	0	193	0	193	247	0	7.5	1,852	1,719	20	0.0000
JEFFERSON	0	40	0	40	51	0	7.5	384	356	4	0.0000
NORBECK RD	0	248	0	248	317	0	7.5	2,379	2,209	25	0.0000
MONTROSE RD	0	650	0	650	832	0	7.5	6,236	5,789	66	0.0001
BRIGG CHENNY 50%	50	215	215	430	275	275	7.5	4,126	3,829	44	0.0000
COMUS ROAD	0	30	0	30	38	0	7.5	288	267	3	0.0000
LAKEFOREST MALL	0	300	0	300	384	0	7.5	2,878	2,672	30	0.0000
BURTONSVILLE	0	500	0	500	640	0	7.5	4,797	4,453	51	0.0001
FORCEY MEM.	0	200	0	200	256	0	7.5	1,919	1,781	20	0.0000
TECH ROAD	0	155	0	155	198	0	7.5	1,487	1,380	16	0.0000
BELTWAY	0	265	0	265	339	0	7.5	2,543	2,360	27	0.0000
LAUREL VAN DUSEN	0	62	0	62	79	0	7.5	595	552	6	0.0000
ACCOKEEK	0	450	0	450	576	0	7.5	4,318	4,008	46	0.0001
ABC DRIVE IN	0	100	0	100	128	0	7.5	959	891	10	0.0000
BOWIE 20%	20	526	131	657	672	168	7.5	6,304	5,851	67	0.0001
CLINTON 50%	50	212	212	424	271	271	7.5	4,068	3,776	43	0.0000
OXON HILL 20%	20	519	130	649	664	166	7.5	6,227	5,780	66	0.0001
EQUESTRIAN CENTER 50%	50	150	150	300	192	192	7.5	2,878	2,672	30	0.0000
BOWIE MARKET PLACE	0	50	0	50	64	0	7.5	480	445	5	0.0000
FT. WASHINGTON	0	412	0	412	527	0	7.5	3,953	3,669	42	0.0000
MONTPELIER REC PARK	0	70	0	70	90	0	7.5	672	623	7	0.0000
RESTON	0	1547	0	1547	1979	0	7.5	14,843	13,777	157	0.0002
GREENBRIAR	0	55	0	55	70	0	7.5	528	490	6	0.0000
FAIR OAKS	0	150	0	150	192	0	7.5	1,439	1,336	15	0.0000
ROLLING VALLEY	0	628	0	628	803	0	7.5	6,025	5,593	64	0.0001
SPRINGFIELD PLAZA	0	230	0	230	294	0	7.5	2,207	2,048	23	0.0000
FAIRLANES BOWL	0	35	0	35	45	0	7.5	336	312	4	0.0000
NOTTOWAY PARK	0	14	0	14	18	0	7.5	134	125	1	0.0000
HORNER RD	0	2397	0	2397	3066	0	7.5	22,998	21,347	243	0.0003
LAKE RIDGE	0	555	0	555	710	0	7.5	5,325	4,943	56	0.0001
MINNIEVILLE RD 40%	40	336	224	560	430	287	7.5	5,373	4,987	57	0.0001
GORDON BLVD	0	156	0	156	200	0	7.5	1,497	1,389	16	0.0000
HILLENDALE	0	248	0	248	317	0	7.5	2,379	2,209	25	0.0000
POTOMAC MILLS	0	946	0	946	1210	0	7.5	9,076	8,425	96	0.0001
List of new lots to be added in Conformity Document list											
PARK-AND-RIDE LOTS - MARYLAND											
PARK-AND-RIDE LOTS - MARYLAND											
CHARLES COUNTY											
301 Park & Ride	25	287	96	383	367	122	7.5	3,675	3,411	39	0.0000
Charles County Government Bld	25	26	9	35	34	11	7.5	336	312	4	0.0000
Food Lion Shopping Center	25	38	13	50	48	16	7.5	480	445	5	0.0000
La Plata Armory	25	15	5	20	19	6	7.5	192	178	2	0.0000

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		INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
Laurel Springs Regional Park	25	38	13	50	48	16	7.5	480	445	5	0.0000
Life Wesleyan Church	25	38	13	50	48	16	7.5	480	445	5	0.0000
Mattawoman-Beantown Rd	25	435	145	580	556	185	7.5	5,565	5,165	59	0.0001
Smallwood Village	25	75	25	100	96	32	7.5	959	891	10	0.0000
St. Charles Towne	25	263	88	350	336	112	7.5	3,358	3,117	36	0.0000
PARK-AND-RIDE LOTS - MARYLAND											
FREDERICK COUNTY											
Frederick (north)	25	123	41	164	157	52	7.5	1,573	1,461	17	0.0000
Frederick (south)	25	173	58	230	221	74	7.5	2,207	2,048	23	0.0000
Monacacy Marcost	25	600	200	800	768	256	7.5	7,676	7,124	81	0.0001
PARK-AND-RIDE LOTS - MARYLAND											
MONTGOMERY COUNTY											
Colesville	0	190	0	190	243	0	7.5	1,823	1,692	19	0.0000
Damascus	50	0	0	0	0	0	7.5	0	0	0	0.0000
Gaithersburg	50	259	259	517	331	331	7.5	4,960	4,604	52	0.0001
Gaithersburg	50	175	175	350	224	224	7.5	3,358	3,117	36	0.0000
Germantown Town	50	0	0	0	0	0	7.5	0	0	0	0.0000
Greencastle	50	75	75	150	96	96	7.5	1,439	1,336	15	0.0000
Milestone Shopping	50	88	88	175	112	112	7.5	1,679	1,558	18	0.0000
PARK-AND-RIDE LOTS - MAYLAND											
PRINCE GEORGE'S COUNTY											
Hampton Mall	0	100	0	100	128	0	4.5	576	534	6	0.0000
Laurel (south)	25	513	171	684	656	219	7.5	6,563	6,091	69	0.0001
PARK-AND-RIDE LOTS - VIRGINIA											
ARLINGTON COUNTY											
Ballston Public Parking Garage	25	375	125	500	480	160	7.5	4,797	4,453	51	0.0001
Washington-Lee	50	178	178	356	228	228	7.5	3,416	3,170	36	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
FAIRFAX COUNTY											
American Legion	50	50	50	100	64	64	7.5	959	891	10	0.0000
Canterbury Woods Pk	50	17	17	34	22	22	7.5	326	303	3	0.0000
Centreville	50	185	185	370	237	237	7.5	3,550	3,295	38	0.0000
Centreville United Methodist Chu	50	74	74	147	94	94	7.5	1,410	1,309	15	0.0000
Fairfax County Government Cen	50	85	85	170	109	109	7.5	1,631	1,514	17	0.0000
Greenbriar Park	50	28	28	55	35	35	7.5	528	490	6	0.0000
Herndon-Monroe	50	873	873	1,745	1116	1116	7.5	16,742	15,540	177	0.0002
Michael's	50	100	100	200	128	128	7.5	1,919	1,781	20	0.0000
Parkwood Baptist	50	9	9	18	12	12	7.5	173	160	2	0.0000
South Run District Pk	50	170	170	340	217	217	7.5	3,262	3,028	35	0.0000
St Paul Chung Catholic Church	50	50	50	100	64	64	7.5	959	891	10	0.0000
Stringfellow Rd	50	181	181	361	231	231	7.5	3,464	3,215	37	0.0000
Sully Station	50	70	70	140	90	90	7.5	1,343	1,247	14	0.0000
Sydenstricker Rd	50	84	84	167	107	107	7.5	1,602	1,487	17	0.0000
Wakefield Chapel Pk	50	25	25	50	32	32	7.5	480	445	5	0.0000

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
PARK-AND-RIDE LOTS - VIRGINIA											
LOUDOUN COUNTY											
Ashburn Farm	50	10	10	20	13	13	7.5	192	178	2	0.0000
Ashburn Village	50	20	20	40	26	26	7.5	384	356	4	0.0000
Cascades	50	28	28	55	35	35	7.5	528	490	6	0.0000
Dulles North Transit	50	375	375	750	480	480	7.5	7,196	6,679	76	0.0001
Hamilton	50	25	25	50	32	32	7.5	480	445	5	0.0000
Innovation Avenue	50	38	38	75	48	48	7.5	720	668	8	0.0000
Leesburg	50	25	25	50	32	32	7.5	480	445	5	0.0000
Leesburg Kohls	50	600	600	1200	768	768	7.5	11,513	10,687	122	0.0001
Purcellville	50	18	18	35	22	22	7.5	336	312	4	0.0000
Sterling Park SC	50	23	23	45	29	29	7.5	432	401	5	0.0000
Sterling Shaw Rd	50	24	24	48	31	31	7.5	461	427	5	0.0000
PARK-AND-RIDE LOTS - VIRGINIA											
PRINCE WILLIAM COUNTY											
Brittany	50	48	48	95	61	61	7.5	911	846	10	0.0000
Dale City	50	294	294	587	375	375	7.5	5,632	5,228	60	0.0001
Harbor Drive	50	100	100	200	128	128	7.5	1,919	1,781	20	0.0000
Lindendale	50	108	108	216	138	138	7.5	2,072	1,924	22	0.0000
Montclair	50	25	25	50	32	32	7.5	480	445	5	0.0000
PRTC Transit Center	50	93	93	185	118	118	7.5	1,775	1,648	19	0.0000
Tackett's Mill	50	85	85	169	108	108	7.5	1,621	1,505	17	0.0000
Triangle	50	15	15	29	19	19	7.5	278	258	3	0.0000
I-95 / Rt 123	50	282	282	563	360	360	7.5	5,402	5,014	57	0.0001
US 1 / VA 234	50	137	137	274	175	175	7.5	2,629	2,440	28	0.0000
MARC TRAIN COMMUTER LOTS											
College Park	25	431	144	574	551	184	7.5	5,507	5,112	58	0.0001
Frederick	0	0	0	0	0	0	7.5	0	0	0	0.0000
Greenbelt	60	1346	2018	3364	1721	2582	7.5	32,276	29,958	342	0.0004
Harpers Ferry		98	0	98	125	0	7.5	940	873	10	0.0000
Muirkirk	60	260	390	650	333	499	7.5	6,236	5,789	66	0.0001
Seabrook	0	264	0	264	338	0	4.5	1,520	1,411	16	0.0000
Silver Spring	0	0	0	0	0	0	4.5	0	0	0	0.0000
Union Station	0	781	0	781	999	0	7.5	7,493	6,955	79	0.0001
VIRGINIA RAILWAY EXPRESS COMMUTER LOTS											
Backlick Road	50	110	110	220	141	141	7.5	2,111	1,959	22	0.0000
Broad Run	50	198	198	396	253	253	7.5	3,799	3,527	40	0.0000
Brooke	50	150	150	300	192	192	7.5	2,878	2,672	30	0.0000
Burke Center	50	275	275	550	352	352	7.5	5,277	4,898	56	0.0001
Franconia/Springfield (operated)	50	1900	1900	3800	2431	2431	7.5	36,459	33,841	386	0.0004
Leeland Road	50	326	326	652	417	417	7.5	6,256	5,806	66	0.0001
Lorton	50	100	100	200	128	128	7.5	1,919	1,781	20	0.0000
Manassas	50	187	187	374	239	239	7.5	3,588	3,331	38	0.0000
Manassas Park	50	150	150	300	192	192	7.5	2,878	2,672	30	0.0000
Quantico	50	109	109	217	139	139	7.5	2,082	1,933	22	0.0000
Rippon	50	150	150	300	192	192	7.5	2,878	2,672	30	0.0000
Rolling Road	50	185	185	370	237	237	7.5	3,550	3,295	38	0.0000
Woodbridge	50	294	294	588	376	376	7.5	5,642	5,236	60	0.0001

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	OUTSIDE MSA (%)	INSIDE MSA	OUTSIDE MSA	Total	INSIDE	OUTSIDE			WINTER		
					Growth Rate	Growth Rate			VMT	Rate (gm/mile)	(tons/day)
METRORAIL PARKING LOTS											
Anacostia	25	861	287	1148	1101	367	7.5	11,014	10,224	117	0.0001
Branch Avenue	50	1611	1611	3222	2061	2061	7.5	30,913	28,694	327	0.0004
Capitol Heights	50	194	194	387	248	248	7.5	3,713	3,446	39	0.0000
College Park	25	465	155	620	595	198	7.5	5,949	5,521	63	0.0001
Congress Heights	0	66	0	66	84	0	4.5	380	353	4	0.0000
Deanwood	0	194	0	194	248	0	7.5	1,861	1,728	20	0.0000
East Falls Church	50	221	221	442	283	283	7.5	4,241	3,936	45	0.0000
Forest Glen	50	329	329	658	421	421	7.5	6,313	5,860	67	0.0001
Franconia - Springfield	50	1987	1987	3973	2541	2541	4.5	22,871	21,229	242	0.0003
Glenmont	50	925	925	1850	1183	1183	4.5	10,650	9,885	113	0.0001
Greenbelt	50	1783	1783	3565	2280	2280	7.5	34,204	31,748	362	0.0004
Naylor Road	50	216	216	431	276	276	7.5	4,135	3,838	44	0.0000
Prince George's Plaza	25	927	309	1236	1186	395	7.5	11,859	11,007	125	0.0001
Southern Avenue	50	1090	1090	2180	1394	1394	4.5	12,550	11,649	133	0.0001
Suitland	50	1033	1033	2065	1321	1321	4.5	11,888	11,034	126	0.0001
Van Dorn Street	50	204	204	407	260	260	4.5	2,343	2,175	25	0.0000
West Hyattsville	25	453	151	604	580	193	7.5	5,795	5,379	61	0.0000
Wheaton	25	759	253	1012	971	324	7.5	9,710	9,012	103	0.0001

108,749

914,681

9,678.6735

0.0107

Seasonal Total (tons/season) =

0.9815

Bold figures: New numbers taken from P & R directory

Figures in bracket: Carry forward figures from conformity doc.

Park lot Growth Rate	
transit trips 2010	1165310
transit trips 2000	863783
Annual growth rate	0.034907726
Growth factor (2002-2010)	1.279261805

APPENDIX H

Bus Emissions Estimation

MEMORANDUM

December 12, 2007

To: Files

From: Jane Posey, MWCOG/DTP

Subject: Transit and School Bus Emissions

Background

For the development of the HDV percentage in the VMT mix for Mobile6.2, staff divided the vehicle class into trucks and buses, with the further breakdown of buses into transit bus and school bus categories. This memo discusses the collection of information from regional transit providers and the development of ozone season NOx and VOC, winter CO, and PM2.5 precursor NOx and direct PM2.5 emissions estimates for transit and school buses for various analysis years.

Approach

Data Collection

In order to obtain current regional transit data, staff developed a questionnaire for transit providers and school bus operators in the region. The technique of emailing and then conducting follow-up phone calls produced a high response rate. Staff used response data to complete tables showing total fleet distribution by age (Table 1A), and daily VMT with average operating speed, by provider (Table 1B).

Fleet Age Distribution

Staff compared the regional school bus and transit bus fleet distribution survey data to the Mobile6 default data. The resulting graphs are shown in Table 2A and Table 2B. The transit bus distribution shows a fairly regular three to four year cycle of bus purchases in the region. The school bus survey data shows variability over time, with a large purchase in several jurisdictions between 1998 and 2000. Because of the variability in the school bus data, with no clear purchasing cycle as is seen in the transit data, staff used the default data curve for school buses, with one exception. That is, staff adjusted the end of the default school bus distribution curve to reflect that no school buses in the region are older than 16 years. The resulting updated default curve is shown as "revised school bus percentage" on Table 2A. For simplification purposes, because the number of buses other than diesel is statistically insignificant, the fleet will be input to the Mobile model as 100 percent diesel. Emissions for buses that are not diesel (e.g. CNG buses) are accounted for using TERM analysis.

VMT Estimates

The annual VMT from the survey was divided by the number of service days for each provider to calculate a daily VMT. To account for bus VMT for providers in the region for which no survey data was received, staff estimated VMT by using data from providers with similar service type. In many cases, where VMT data was not provided, total number of buses was provided, making the estimate process more accurate. In Table 1B, estimated VMT values are shown in italics. Daily school bus VMT represents a school day in May.

The resulting daily 2001 VMT from the survey, including estimation values from providers for which no data was received, is 277,000 for transit buses (compared to 180,000 in the FY03-08 TIP), and 489,900 for school buses.

For estimating bus VMT for the future, staff used the HDBS (school bus) and HDBT (transit bus) values in the "National Average Vehicle Miles Traveled Fractions by Vehicle Class" table from EPA's *Technical Guidance on the use of Mobile 6 for Emission Inventory Preparation* to modify current data. This is shown as Table 3. For example, HDBS fractions increase from 0.0019 to 0.0020, or by 5.26%, between 2002 and 2005.

Emission Estimates

Using the survey data, staff created transit bus and school bus emission tables. In the tables, the daily VMT was adjusted from the base (survey) year (2001) using the method described above. The fleet age distributions as an input to the Mobile6.2 model to produce emission factors for each pollutant, by speed. Factors for PM2.5 pollutants were prepared for each of 3 seasons (Season 1: January-April, Season 2: May-September, Season 3: October-December) Using the appropriate emission factor, based on the average operating speed for each provider, staff calculated each pollutant's emissions for transit buses and school buses for each analysis year. Table 4 shows a one-year sample of bus emission factors. Table 5 shows a one-year sample of transit and school bus emissions for each of the pollutants analyzed.

Table 1A

Total Fleet Distribution by Age

Transit and Other Bus

Age	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Transit and Other Bus Percentage	2.98	6.07	9.84	5.53	4.40	10.30	3.06	6.95	3.09	2.92	4.20	1.25	7.97	4.37	5.45	6.35	6.01	0.62	0.00	0.57	0.00	0.00	0.00	0.00	0.00
Mobile 6 Default	3.07	6.14	6.14	6.14	6.14	6.14	6.14	6.14	6.14	6.13	6.11	6.07	5.95	5.68	5.11	4.06	2.54	1.21	0.99	0.81	0.66	0.54	0.44	0.37	1.14

School Bus

Age	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
School Bus Percentage	6.62	10.98	11.00	12.74	13.68	8.22	3.01	4.63	3.12	0.65	1.51	6.48	5.99	3.32	4.28	3.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile 6 Default Percentage	3.93	7.34	6.86	6.41	5.99	5.59	5.22	4.88	4.56	4.26	3.98	3.72	3.47	3.24	3.03	2.83	2.64	2.47	2.31	2.16	2.01	1.88	1.76	1.65	7.81
Revised Default Percentage	5.22	9.75	9.11	8.51	7.95	7.42	6.93	6.48	6.05	5.66	5.28	4.94	4.61	4.30	4.02	3.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

TABLE 1B
2001 Bus
Operating Statistics

Service	Contact	Average Speed	Daily VMT
	Name		
Metrobus	Lora Byala	10	123,299
Fairfax Connector	Andy Szakos	15	18,036
PRTC Omnalink	Tim Roseboom	15	4038
Alexandria DASH	Cindy Modell	13	3,454
City of Fairfax CUE	Alex Verzosa	15	1,483
Arlington Co. ART	Jim Maslanka	16	794
Loudoun Transportation Assc.	Mark McGregor	15	4,532
Mont. Co. Ride-On	Phil McLaughlin	14.5	35,616
PG Co. The Bus	Frank Bell	15-20	9,723
Fredrick Co. TransiT	Sherry Burford	11.78	3,082
Corridor Transit (CTC)	Joe Gann	17.8	1,265
Crystal City Express		15	96
Skyline Crystal Express		15	144
PRTC OmniRide	Tim Roseboom	26.62	5,700
Loudoun Commuter Service	Sharon Affinito	25	1,866
MTA Commuter buses	Larry Dougherty	45	10,453
Lee Coaches	Joe Ann Foweler	45	70
Brooks Transit		45	750
Quicks Commuter Service	Robbie Quick	45	1,320
Eyre buses (under MTA)	Teri Lee Cosker	45	(under MTA)
Dillon buses (under MTA)	Ron Dillon Sr.	45	(under MTA)
Keller buses (under MTA)	Charles D. Keller	45	(under MTA)
National Coach Works	Jeff Bodnar	45	1,650
Greyhound / Trailways (VA)	David Cohen	55	5000
Peter Pan / Trailways	Christ Crean	55	2000
Carolina Trailways		55	500
Capitol Trailways	Ms.Gale Ellsworth	55	500
Martz / Grey Line sightseeing	Robert Lynch	55-68	5000
New World	Arnold Brown	20	299
Washington Flyer Coach Service	Nicholas Marshall	65	1,370
ShuttleUM (U. of MD)	Cynthia Trombly	11.1	1,864

2001 Bus Operating Statistics

Service	Contact	Average Speed	Daily VMT
	Name		
Georgetown U. shuttle	Diann Nock Smith	15	100
American U. shuttle	Thomas Leathers	20-25	83
George Washington U shuttle	John Kane	15	100
CIA Shuttle		15	200
EPA Shuttle		15	200
USDOT Shuttle	Franklin Weaver	15	200
Gallaudet Shuttle	Darnese Nicholson	15	100
Tourmobile	Richard Lewis	15	(Gas powered)
Old Town "trolley" buses		20	300
Metro Access - paratransit	Avon Mackel	15	5000
Fairfax Co. Fastran- paratransit	Steve Yaffe	14.53	11,427
Alexandria DOT-paratransit	Lakeshia Lewis	15	924
Arlington STAR-paratransit	Eric Smith	15	3,245
City of Ffx, City Wheels- paratransit.	Alex Verzosa	15	100
City of Falls Ch. Fare Wheels- paratransit	Letha Flippin	15	100
Loudoun Transit (LCTA)- paratransit	Mark McGregor	15	100
P.G. Co. paratransit	Frank Bell	15	3000
All buses excluding school			277,361
School buses - DC	Alfred Winder	14	10000
School buses- Mont. Co.	Qiyu C. Wu	30	27,000
School buses- P.G. Co.	Mark Dreszer	30	28,896
School buses- Fred. Co.	Richard Wandres	30	10,747
School buses- Alexandria	Velma Tsongos	25	3520
School buses- Arl. Co.	Daniel Roseboro	25	4800
School buses- Ffx. Co.	Tim Parker	30-35	24,112
School buses- Loud. Co.	J Michael Lunsfurg	30	11,906
School buses- P.W. Co.	Eward Bishop	30	8,144

Total for School Buses

129,126

TABLE 2A
School Bus Age Distribution

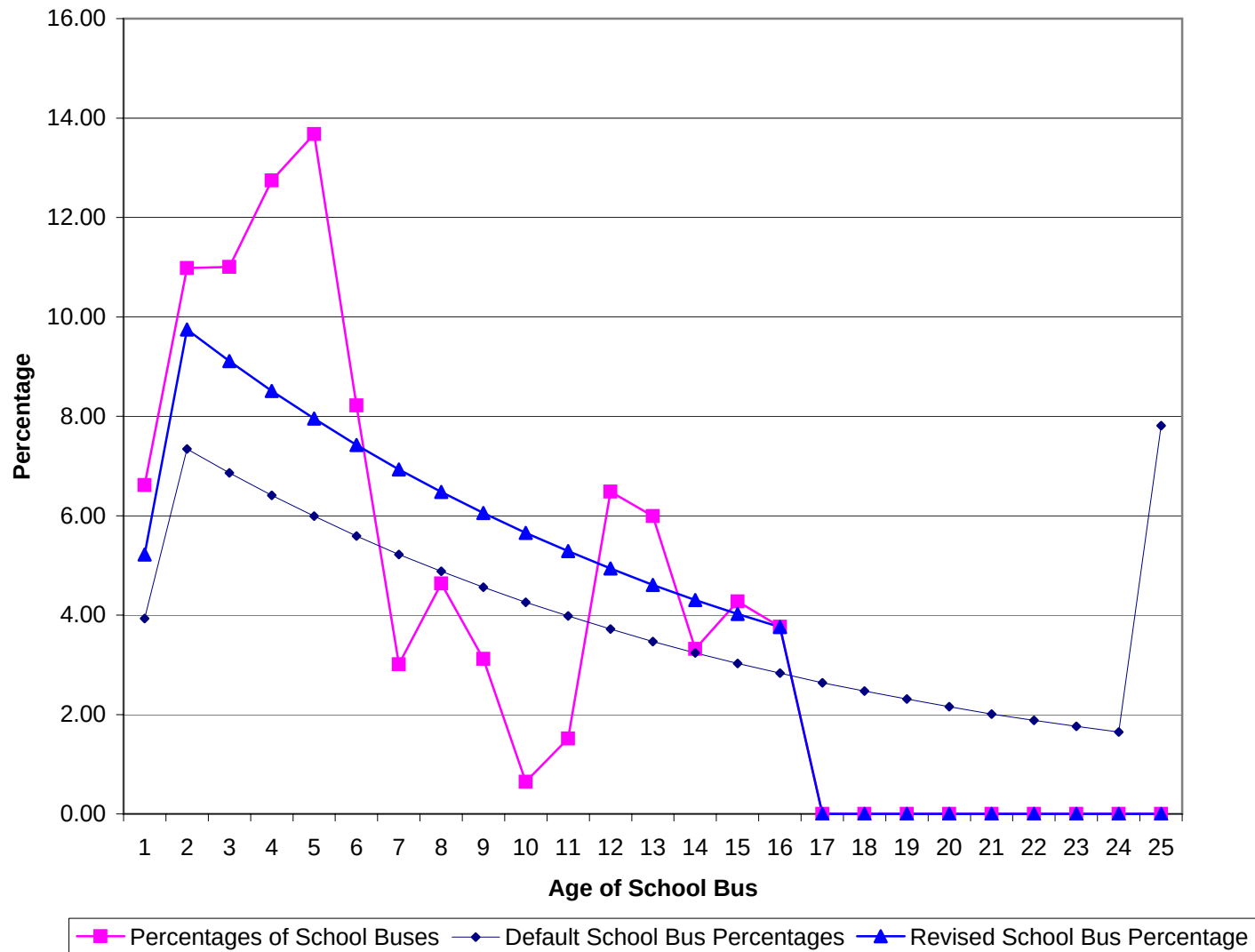


TABLE 2B
Transit Fleet Vehicle Age Distribution

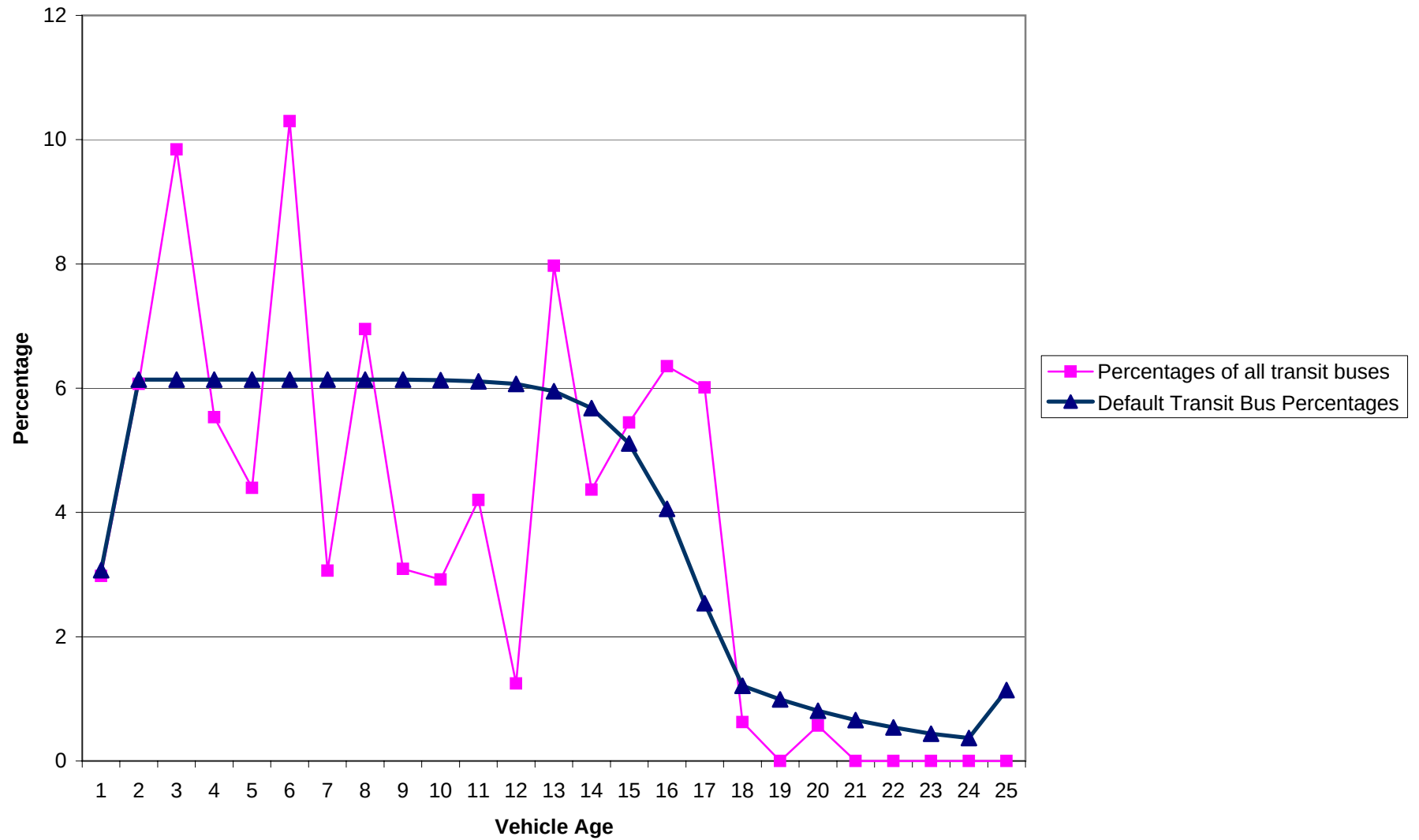


TABLE 3

National Average Vehicle Miles Traveled Fractions By Vehicle Class Using MOBILE6

Calendar Year	LDV	LDT1	LDT2	LDT3	LDT4	HDV2B	HDV3	HDV4	HDV5	HDV6	HDV7	HDV8A	HDV8B	HDBS	HDBT	MC
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1990	0.6264	0.0420	0.1397	0.0566	0.0260	0.0332	0.0034	0.0020	0.0018	0.0064	0.0079	0.0094	0.0337	0.0017	0.0008	0.0073
1991	0.6212	0.0435	0.1448	0.0560	0.0257	0.0336	0.0035	0.0021	0.0017	0.0066	0.0081	0.0095	0.0341	0.0017	0.0008	0.0072
1992	0.6109	0.0456	0.1518	0.0555	0.0255	0.0342	0.0036	0.0022	0.0017	0.0068	0.0083	0.0097	0.0346	0.0017	0.0008	0.0071
1993	0.6009	0.0477	0.1567	0.0551	0.0253	0.0348	0.0036	0.0023	0.0018	0.0070	0.0085	0.0098	0.0350	0.0017	0.0008	0.0070
1994	0.5910	0.0497	0.1655	0.0546	0.0251	0.0354	0.0037	0.0024	0.0018	0.0072	0.0087	0.0100	0.0355	0.0018	0.0008	0.0070
1995	0.5815	0.0517	0.1721	0.0542	0.0249	0.0358	0.0037	0.0025	0.0019	0.0073	0.0089	0.0101	0.0360	0.0018	0.0009	0.0069
1996	0.5721	0.0534	0.1776	0.0547	0.0252	0.0362	0.0037	0.0025	0.0019	0.0075	0.0090	0.0102	0.0364	0.0018	0.0009	0.0068
1997	0.5569	0.0557	0.1853	0.0571	0.0263	0.0367	0.0037	0.0026	0.0020	0.0077	0.0092	0.0104	0.0370	0.0018	0.0009	0.0067
1998	0.5380	0.0590	0.1983	0.0605	0.0278	0.0372	0.0038	0.0027	0.0021	0.0079	0.0095	0.0106	0.0376	0.0019	0.0009	0.0065
1999	0.5153	0.0622	0.2071	0.0638	0.0294	0.0377	0.0038	0.0028	0.0021	0.0081	0.0097	0.0107	0.0382	0.0019	0.0009	0.0064
2000	0.4953	0.0655	0.2179	0.0672	0.0309	0.0380	0.0038	0.0029	0.0022	0.0082	0.0098	0.0108	0.0386	0.0019	0.0009	0.0062
2001	0.4785	0.0683	0.2273	0.0700	0.0322	0.0381	0.0038	0.0029	0.0022	0.0083	0.0099	0.0109	0.0388	0.0019	0.0009	0.0061
2002	0.4646	0.0706	0.2349	0.0724	0.0333	0.0382	0.0038	0.0030	0.0022	0.0084	0.0100	0.0109	0.0390	0.0019	0.0009	0.0060
2003	0.4507	0.0729	0.2425	0.0746	0.0344	0.0384	0.0038	0.0030	0.0023	0.0085	0.0100	0.0110	0.0392	0.0019	0.0009	0.0059
2004	0.4365	0.0752	0.2503	0.0771	0.0355	0.0386	0.0038	0.0030	0.0023	0.0085	0.0101	0.0111	0.0394	0.0019	0.0009	0.0058
2005	0.4231	0.0774	0.2577	0.0794	0.0365	0.0387	0.0038	0.0031	0.0023	0.0086	0.0102	0.0111	0.0395	0.0020	0.0009	0.0057
2006	0.4086	0.0797	0.2654	0.0816	0.0376	0.0387	0.0038	0.0031	0.0023	0.0086	0.0102	0.0111	0.0396	0.0020	0.0009	0.0056
2007	0.3952	0.0822	0.2735	0.0843	0.0388	0.0387	0.0038	0.0031	0.0023	0.0086	0.0102	0.0111	0.0396	0.0020	0.0009	0.0056
2008	0.3807	0.0846	0.2817	0.0868	0.0399	0.0388	0.0038	0.0031	0.0024	0.0087	0.0102	0.0111	0.0397	0.0020	0.0009	0.0055
2009	0.3669	0.0869	0.2894	0.0892	0.0410	0.0389	0.0038	0.0032	0.0024	0.0087	0.0103	0.0112	0.0398	0.0020	0.0010	0.0054
2010	0.3544	0.0891	0.2965	0.0914	0.0420	0.0390	0.0038	0.0032	0.0024	0.0087	0.0103	0.0112	0.0399	0.0020	0.0010	0.0054
2011	0.3426	0.0911	0.3031	0.0934	0.0430	0.0390	0.0038	0.0032	0.0024	0.0087	0.0103	0.0112	0.0398	0.0020	0.0010	0.0053
2012	0.3325	0.0928	0.3090	0.0952	0.0438	0.0390	0.0038	0.0032	0.0024	0.0087	0.0103	0.0112	0.0399	0.0020	0.0010	0.0053
2013	0.3231	0.0944	0.3143	0.0969	0.0445	0.0390	0.0038	0.0032	0.0024	0.0087	0.0103	0.0112	0.0399	0.0020	0.0010	0.0053
2014	0.3145	0.0959	0.3191	0.0983	0.0452	0.0391	0.0038	0.0032	0.0024	0.0088	0.0103	0.0112	0.0400	0.0020	0.0010	0.0052
2015	0.3071	0.0971	0.3233	0.0996	0.0458	0.0391	0.0039	0.0032	0.0024	0.0088	0.0104	0.0112	0.0400	0.0020	0.0010	0.0052
2016	0.3004	0.0982	0.3270	0.1008	0.0463	0.0392	0.0039	0.0033	0.0024	0.0088	0.0104	0.0112	0.0400	0.0020	0.0010	0.0052
2017	0.2944	0.0992	0.3304	0.1016	0.0468	0.0392	0.0039	0.0033	0.0024	0.0088	0.0104	0.0113	0.0401	0.0020	0.0010	0.0051
2018	0.2892	0.1001	0.3332	0.1027	0.0472	0.0393	0.0039	0.0033	0.0024	0.0088	0.0104	0.0113	0.0402	0.0020	0.0010	0.0051
2019	0.2846	0.1008	0.3357	0.1035	0.0476	0.0394	0.0039	0.0033	0.0025	0.0088	0.0104	0.0113	0.0403	0.0020	0.0010	0.0051
2020 - 2050	0.2793	0.1017	0.3364	0.1043	0.0480	0.0396	0.0039	0.0033	0.0025	0.0089	0.0105	0.0114	0.0405	0.0020	0.0010	0.0051

Source: Technical Guidance on the use of Mobile 6 for Emission Inventory Preparation, U.S. EPA, January 2002.

TABLE 4
MWCOG Regional 2010 Ozone Season Diesel Bus Emission Fractors

		Diesel Bus Emission Factors (grams/mile)			
		School Bus		Transit Bus	
Road Type	Speed (mph)	VOC	NOx	VOC	NOx
Arterial/Freeway	1.00	1.902	16.854	1.067	19.21
Arterial/Freeway	2.00	1.902	16.854	1.067	19.21
Arterial/Freeway	3.00	1.825	16.28	1.024	18.55
Arterial/Freeway	4.00	1.729	15.563	0.97	17.725
Arterial/Freeway	5.00	1.671	15.133	0.938	17.23
Arterial/Freeway	6.00	1.551	14.265	0.871	16.231
Arterial/Freeway	7.00	1.466	13.645	0.823	15.518
Arterial/Freeway	8.00	1.402	13.18	0.787	14.983
Arterial/Freeway	9.00	1.352	12.819	0.759	14.567
Arterial/Freeway	10.0	1.312	12.53	0.736	14.234
Arterial/Freeway	11.0	1.241	12.044	0.697	13.675
Arterial/Freeway	12.0	1.182	11.64	0.664	13.209
Arterial/Freeway	13.0	1.133	11.297	0.636	12.816
Arterial/Freeway	14.0	1.09	11.004	0.612	12.478
Arterial/Freeway	15.0	1.053	10.75	0.591	12.185
Arterial/Freeway	16.0	1.006	10.452	0.564	11.842
Arterial/Freeway	17.0	0.964	10.189	0.541	11.54
Arterial/Freeway	18.0	0.927	9.955	0.52	11.271
Arterial/Freeway	19.0	0.894	9.746	0.502	11.031
Arterial/Freeway	20.0	0.864	9.558	0.485	10.814
Arterial/Freeway	21.0	0.831	9.38	0.466	10.609
Arterial/Freeway	22.0	0.8	9.218	0.449	10.422
Arterial/Freeway	23.0	0.773	9.07	0.434	10.252
Arterial/Freeway	24.0	0.748	8.934	0.42	10.096
Arterial/Freeway	25.0	0.724	8.81	0.407	9.952
Arterial/Freeway	26.0	0.701	8.719	0.393	9.848
Arterial/Freeway	27.0	0.678	8.635	0.381	9.752
Arterial/Freeway	28.0	0.658	8.558	0.369	9.662
Arterial/Freeway	29.0	0.639	8.485	0.359	9.579
Arterial/Freeway	30.0	0.621	8.418	0.348	9.501
Arterial/Freeway	31.0	0.604	8.4	0.339	9.481
Arterial/Freeway	32.0	0.587	8.383	0.33	9.461
Arterial/Freeway	33.0	0.572	8.367	0.321	9.443
Arterial/Freeway	34.0	0.558	8.353	0.313	9.426
Arterial/Freeway	35.0	0.544	8.339	0.305	9.41
Arterial/Freeway	36.0	0.532	8.389	0.298	9.468
Arterial/Freeway	37.0	0.52	8.436	0.292	9.523
Arterial/Freeway	38.0	0.508	8.481	0.285	9.574
Arterial/Freeway	39.0	0.498	8.524	0.279	9.624
Arterial/Freeway	40.0	0.488	8.564	0.274	9.67

TABLE 4
MWCOG Regional 2010 Ozone Season Diesel Bus Emission Fractors

Road Type	Speed (mph)	Diesel Bus Emission Factors (grams/mile)			
		School Bus		Transit Bus	
		VOC	NOx	VOC	NOx
Arterial/Freeway	41.0	0.478	8.686	0.269	9.81
Arterial/Freeway	42.0	0.47	8.802	0.264	9.944
Arterial/Freeway	43.0	0.462	8.913	0.259	10.071
Arterial/Freeway	44.0	0.454	9.019	0.255	10.193
Arterial/Freeway	45.0	0.446	9.12	0.251	10.309
Arterial/Freeway	46.0	0.44	9.325	0.247	10.546
Arterial/Freeway	47.0	0.434	9.522	0.244	10.773
Arterial/Freeway	48.0	0.429	9.711	0.241	10.99
Arterial/Freeway	49.0	0.423	9.892	0.237	11.199
Arterial/Freeway	50.0	0.418	10.066	0.235	11.399
Arterial/Freeway	51.0	0.414	10.379	0.232	11.759
Arterial/Freeway	52.0	0.41	10.68	0.23	12.105
Arterial/Freeway	53.0	0.407	10.969	0.228	12.438
Arterial/Freeway	54.0	0.403	11.248	0.226	12.759
Arterial/Freeway	55.0	0.4	11.517	0.224	13.068
Arterial/Freeway	56.0	0.398	11.975	0.223	13.595
Arterial/Freeway	57.0	0.396	12.417	0.222	14.104
Arterial/Freeway	58.0	0.395	12.844	0.221	14.595
Arterial/Freeway	59.0	0.393	13.256	0.22	15.07
Arterial/Freeway	60.0	0.391	13.654	0.22	15.528
Arterial/Freeway	61.0	0.391	14.319	0.22	16.294
Arterial/Freeway	62.0	0.391	14.963	0.22	17.034
Arterial/Freeway	63.0	0.391	15.586	0.22	17.751
Arterial/Freeway	64.0	0.391	16.189	0.22	18.446
Arterial/Freeway	65.0	0.391	16.774	0.22	19.119
Fwy Ramp	34.6	0.55	8.484	0.308	9.764
Local	12.9	1.152	11.414	0.646	12.95

TABLE 5A
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY ANALYSIS
2010 SCHOOL BUS CHARACTERISTICS / EMISSIONS
(8-HOUR OZONE AREA*)

Jurisdiction	2002 Daily VMT	2010 Daily VMT	Average Speed	VOC			NOx		
				factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia	12,696	13,331	14	1.0900	14530.5720	0.0160	11.0040	146692.1232	0.1617
Montgomery	100,000	105,000	30	0.6210	65205.0000	0.0719	8.4180	883890.0000	0.9743
Prince George's	129,967	136,465	30	0.6210	84744.9824	0.0934	8.4180	1148765.3163	1.2663
Frederick	25,589	26,868	30	0.6210	16685.3075	0.0184	8.4180	226178.6121	0.2493
Charles	20,801	21,841	30	0.6210	13563.2921	0.0150	8.4180	183857.9589	0.2027
Calvert	25,653	26,936	30	0.6210	16727.0387	0.0184	8.4180	226744.3017	0.2499
Alexandria	2,028	2,129	25	0.7240	1541.6856	0.0017	8.8100	18760.0140	0.0207
Arlington	2,600	2,730	25	0.7240	1976.5200	0.0022	8.8100	24051.3000	0.0265
Fairfax	96,524	101,350	30	0.6210	62938.4742	0.0694	8.4180	853165.9836	0.9405
Prince William	36,114	37,920	30	0.6210	23548.1337	0.0260	8.4180	319208.0346	0.3519
Loudoun	28,347	29,764	30	0.6210	18483.6614	0.0204	8.4180	250556.2983	0.2762
TOTAL	480,319				319944.6674	0.3527		4281869.9427	4.7200

* MSA excluding Stafford County

TABLE 5B
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY ANALYSIS
2010 TRANSIT BUS CHARACTERISTICS / EMISSIONS
(8-HOUR OZONE AREA*)

9/24/07

Jurisdiction	Operator	2002 Daily VMT	2010 VMT w/o Stafford	Average Speed	VOC			NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia	Metrobus	50,552	56,113	10	0.7360	37206.2720	0.0410	14.2340	719557.1680	0.7932
District of Columbia	MTA Commuter buses	2,510	2,786	45	0.2510	630.0100	0.0007	10.3090	25875.5900	0.0285
District of Columbia	Peter Pan / Trailways	200	222	55	0.2240	44.8000	0.0000	13.0680	2613.6000	0.0029
District of Columbia	Carolina Trailways	20	22	55	0.2240	4.4800	0.0000	13.0680	261.3600	0.0003
District of Columbia	Capitol Trailways	100	111	55	0.2240	22.4000	0.0000	13.0680	1306.8000	0.0014
District of Columbia	Martz / Grey Line sightseeing	500	555	55	0.2240	112.0000	0.0001	13.0680	6534.0000	0.0072
District of Columbia	New World Tours	100	111	20	0.4850	48.5000	0.0001	10.8140	1081.4000	0.0012
District of Columbia	Georgetown U. shuttle	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
District of Columbia	American U. shuttle	83	92	20	0.4850	40.2550	0.0000	10.8140	897.5620	0.0010
District of Columbia	George Washington U shuttle	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
District of Columbia	EPA Shuttle	200	222	15	0.5910	118.2000	0.0001	12.1850	2437.0000	0.0027
District of Columbia	USDOT Shuttle	200	222	15	0.5910	118.2000	0.0001	12.1850	2437.0000	0.0027
District of Columbia	Gallaudet Shuttle	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
District of Columbia	Metro Access - paratransit	5,000	5,550	15	0.5910	2955.0000	0.0033	12.1850	60925.0000	0.0672
Maryland	Corridor Transit (CTC)	1,265	1,404	18	0.5200	657.8000	0.0007	11.2710	14257.8150	0.0157
Maryland	Peter Pan / Trailways	1,800	1,998	55	0.2240	403.2000	0.0004	13.0680	23522.4000	0.0259
Maryland	Carolina Trailways	225	250	55	0.2240	50.4000	0.0001	13.0680	2940.3000	0.0032
Maryland	Capitol Trailways	400	444	55	0.2240	89.6000	0.0001	13.0680	5227.2000	0.0058
Maryland	Martz / Grey Line sightseeing	2,250	2,498	55	0.2240	504.0000	0.0006	13.0680	29403.0000	0.0324
Maryland	New World Tours	100	111	20	0.4850	48.5000	0.0001	10.8140	1081.4000	0.0012
Montgomery	Metrobus	17,262	19,161	15	0.5910	10201.8420	0.0112	12.1850	210337.4700	0.2319
Montgomery	MTA Commuter buses	2,180	2,420	45	0.2510	547.1800	0.0006	10.3090	22473.6200	0.0248
Montgomery	Mont. Co. Ride-On	35,616	39,534	15	0.5910	21049.0560	0.0232	12.1850	433980.9600	0.4784
Prince George's	Metrobus	24,660	27,373	15	0.5910	14574.0600	0.0161	12.1850	300482.1000	0.3312

TABLE 5B
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY ANALYSIS
2010 TRANSIT BUS CHARACTERISTICS / EMISSIONS
(8-HOUR OZONE AREA*)

Jurisdiction	Operator	2002 Daily VMT	2010 VMT w/o Stafford	Average Speed	VOC			NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
Prince George's	MTA Commuter buses	6,840	7,592	45	0.2510	1716.8400	0.0019	10.3090	70513.5600	0.0777
Prince George's	PG Co. The Bus	9,723	10,793	15	0.5910	5746.2930	0.0063	12.1850	118474.7550	0.1306
Prince George's	ShuttleUM (U. of MD)	1,864	2,069	11	0.6970	1299.2080	0.0014	13.6750	25490.2000	0.0281
Prince George's	P.G. Co. paratransit	3,000	3,330	15	0.5910	1773.0000	0.0020	12.1850	36555.0000	0.0403
Frederick	MTA Commuter buses	370	411	45	0.2510	92.8700	0.0001	10.3090	3814.3300	0.0042
Frederick	Fredrick Co. TransiT	3,082	3,421	12	0.6640	2046.4480	0.0023	13.2090	40710.1380	0.0449
Charles	MTA Commuter buses	2,290	2,542	45	0.2510	574.7900	0.0006	10.3090	23607.6100	0.0260
Calvert	MTA Commuter buses	1,080	1,199	45	0.2510	271.0800	0.0003	10.3090	11133.7200	0.0123
Virginia	Metrobus	30,825	34,216	15	0.5910	18217.5750	0.0201	12.1850	375602.6250	0.4140
Virginia	Lee Coaches	70	54	45	0.2510	17.5700	0.0000	10.3090	721.6300	0.0008
Virginia	Brooks Transit	750	583	45	0.2510	188.2500	0.0002	10.3090	7731.7500	0.0085
Virginia	Quicks Commuter Service	1,320	1,026	45	0.2510	331.3200	0.0004	10.3090	13607.8800	0.0150
Virginia	National Coach Works	1,650	1,282	45	0.2510	414.1500	0.0005	10.3090	17009.8500	0.0188
Virginia	Greyhound / Trailways (VA)	5,000	3,885	55	0.2240	1120.0000	0.0012	13.0680	65340.0000	0.0720
Virginia	Carolina Trailways	225	175	55	0.2240	50.4000	0.0001	13.0680	2940.3000	0.0032
Virginia	Martz / Grey Line sightseeing	2,250	1,748	55	0.2240	504.0000	0.0006	13.0680	29403.0000	0.0324
Virginia	New World Tours	100	78	20	0.4850	48.5000	0.0001	10.8140	1081.4000	0.0012
Alexandria	Alexandria DASH	3,454	3,834	13	0.6360	2196.7440	0.0024	12.8160	44266.4640	0.0488
Alexandria	Old Town "trolley" buses	300	333	20	0.4850	145.5000	0.0002	10.8140	3244.2000	0.0036
Alexandria	Alexandria DOT-paratransit	924	1,026	15	0.5910	546.0840	0.0006	12.1850	11258.9400	0.0124
Arlington	Arlington Co. ART	794	881	16	0.5640	447.8160	0.0005	11.8420	9402.5480	0.0104
Arlington	Crystal City Express	96	107	15	0.5910	56.7360	0.0001	12.1850	1169.7600	0.0013
Arlington	Skyline Crystal Express	144	160	15	0.5910	85.1040	0.0001	12.1850	1754.6400	0.0019
Arlington	Arlington STAR-paratransit	3,245	3,602	15	0.5910	1917.7950	0.0021	12.1850	39540.3250	0.0436

TABLE 5B
2007 CLRP/FY2008-2013 TIP AIR QUALITY CONFORMITY ANALYSIS
2010 TRANSIT BUS CHARACTERISTICS / EMISSIONS
(8-HOUR OZONE AREA*)

Jurisdiction	Operator	2002 Daily VMT	2010 VMT w/o Stafford	Average Speed	VOC			NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
Fairfax	Fairfax Connector	18,036	20,020	15	0.5910	10659.2760	0.0117	12.1850	219768.6600	0.2423
Fairfax	Washington Flyer Coach Service	1,370	1,521	65	0.2200	301.4000	0.0003	19.1190	26193.0300	0.0289
Fairfax	Fairfax Co. Fastran- paratransit	11,427	12,684	15	0.5910	6753.3570	0.0074	12.1850	139237.9950	0.1535
Fairfax	City of Fairfax CUE	1,483	1,646	15	0.5910	876.4530	0.0010	12.1850	18070.3550	0.0199
Fairfax	City of Ffx, City Wheels- paratransit.	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
Fairfax	City of Falls Ch. Fare Wheels- paratransit	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
Prince William	PRTC Omnalink	4,038	4,482	15	0.5910	2386.4580	0.0026	12.1850	49203.0300	0.0542
Prince William	PRTC OmniRide	5,700	6,327	27	0.3810	2171.7000	0.0024	9.7520	55586.4000	0.0613
Loudoun	Loudoun Transportation Assc.	4,532	5,031	15	0.5910	2678.4120	0.0030	12.1850	55222.4200	0.0609
Loudoun	Loudoun Commuter Service	1,866	2,071	25	0.4070	759.4620	0.0008	9.9520	18570.4320	0.0205
Loudoun	Loudoun Transit (LCTA)- paratransit	100	111	15	0.5910	59.1000	0.0001	12.1850	1218.5000	0.0013
TOTAL		273,671	299,990			156174.9460	0.1722		3411170.6920	3.7602

* MSA excluding Stafford County

Notes:

- 1) Used WMATA percent VMT by jurisdiction from FY03-08 AQC, Appendix I (page I-3)
- 2) Assumed average freeway speed of 55 mph where higher than 55 speed limit is available,
and 45 mph where speed limit is 55

TABLE 5C
2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY ANALYSIS
2010 SCHOOL BUS CHARACTERISTICS / EMISSIONS
(PM 2.5)

Jurisdiction	2001 Annual VMT	2002 Daily VMT	2010 Daily VMT	Average Speed	WINTER (January - April)					
					PM 2.5			precursor NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia	2,800,000	12,670	13,303	14	0.5307	7059.9910	0.0078	11.0130	146507.7828	0.1615
Montgomery	19,000,000	85,973	90,271	30	0.5307	47907.0814	0.0528	8.4240	760447.0588	0.8382
Prince George's	21,000,000	95,023	99,774	30	0.5307	52949.9321	0.0584	8.4240	840494.1176	0.9265
Frederick	6,400,000	28,959	30,407	30	0.5307	16137.1222	0.0178	8.4240	256150.5882	0.2824
Charles	3,950,000	17,873	18,767	30	0.5307	9959.6301	0.0110	8.4240	158092.9412	0.1743
Alexandria	446,264	2,019	2,120	25	0.5307	1125.2214	0.0012	8.8170	18694.3220	0.0206
Arlington	571,986	2,588	2,718	25	0.5307	1442.2200	0.0016	8.8170	23960.9076	0.0264
Fairfax	18,200,000	82,353	86,471	30	0.5307	45889.9412	0.0506	8.4240	728428.2353	0.8030
Prince William	6,900,000	31,222	32,783	30	0.5307	17397.8348	0.0192	8.4240	276162.3529	0.3044
Loudoun	6,100,000	27,602	28,982	30	0.5307	15380.6946	0.0170	8.4240	244143.5294	0.2691
TOTAL	85,368,250	386,282	405,596			215249.6687	0.2373		3453081.8360	3.8064

Jurisdiction	2001 Annual VMT	2002 Daily VMT	2010 Daily VMT	Average Speed	SUMMER (May - September)					
					PM 2.5			precursor NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia	2,800,000	12,670	13,303	14	0.5284	7029.3937	0.0077	10.2280	136064.7964	0.1500
Montgomery	19,000,000	85,973	90,271	30	0.5284	47699.4570	0.0526	8.4180	759905.4299	0.8377
Prince George's	21,000,000	95,023	99,774	30	0.5284	52720.4525	0.0581	8.4180	839895.4751	0.9258
Frederick	6,400,000	28,959	30,407	30	0.5284	16067.1855	0.0177	8.4180	255968.1448	0.2822
Charles	3,950,000	17,873	18,767	30	0.5284	9916.4661	0.0109	8.4180	157980.3394	0.1741
Alexandria	446,264	2,019	2,120	25	0.5284	1120.3448	0.0012	8.8100	18679.4802	0.0206
Arlington	571,986	2,588	2,718	25	0.5284	1435.9696	0.0016	8.8100	23941.8846	0.0264
Fairfax	18,200,000	82,353	86,471	30	0.5284	45691.0588	0.0504	8.4180	727909.4118	0.8024
Prince William	6,900,000	31,222	32,783	30	0.5284	17322.4344	0.0191	8.4180	275965.6561	0.3042
Loudoun	6,100,000	27,602	28,982	30	0.5284	15314.0362	0.0169	8.4180	243969.6380	0.2689
TOTAL	85,368,250	386,282	405,596			214316.7985	0.2362		3440280.2562	3.7923

Jurisdiction	2001 Annual VMT	2002 Daily VMT	2010 Daily VMT	Average Speed	FALL (October - December)					
					PM 2.5			precursor NOx		
					factors (g/mile)	emissions (grams)	emissions (tons)	factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia	2,800,000	12,670	13,303	14	0.4554	6058.2624	0.0067	10.2280	136064.7964	0.1500
Montgomery	19,000,000	85,973	90,271	30	0.4554	41109.6380	0.0453	7.8310	706916.0633	0.7792
Prince George's	21,000,000	95,023	99,774	30	0.4554	45436.9683	0.0501	7.8310	781328.2805	0.8613
Frederick	6,400,000	28,959	30,407	30	0.4554	13847.4570	0.0153	7.8310	238119.0950	0.2625
Charles	3,950,000	17,873	18,767	30	0.4554	8546.4774	0.0094	7.8310	146964.1290	0.1620
Alexandria	446,264	2,019	2,120	25	0.4554	965.5659	0.0011	8.1950	17375.5211	0.0192
Arlington	571,986	2,588	2,718	25	0.4554	1237.5862	0.0014	8.1950	22270.5725	0.0245
Fairfax	18,200,000	82,353	86,471	30	0.4554	39378.7059	0.0434	7.8310	677151.1765	0.7464
Prince William	6,900,000	31,222	32,783	30	0.4554	14929.2896	0.0165	7.8310	256722.1493	0.2830
Loudoun	6,100,000	27,602	28,982	30	0.4554	13198.3575	0.0145	7.8310	226957.2624	0.2502
TOTAL	85,368,250	386,282	405,596			184708.3082	0.2036		3209869.0461	3.5383

2007 CLRP / FY2008-2013 TIP AIR QUALITY CONFORMITY

2010 SCHOOL BUS CHARACTERISTICS / EMISSIONS

Wintertime CO

Jurisdiction	Daily VMT	Average Speed	Wintertime CO		
			factors (g/mile)	emissions (grams)	emissions (tons)
District of Columbia *	13,331	14	4.2040	56042.6832	0.0618
Montgomery *	105,000	30	1.9670	206535.0000	0.2277
Prince George's *	136,465	30	1.9670	268427.3435	0.2959
Frederick	26,868	30	1.9670	52850.2412	0.0583
Charles	21,841	30	1.9670	42961.3454	0.0474
Calvert	26,936	30	1.9670	52982.4236	0.0584
Alexandria *	2,129	25	2.3780	5063.7132	0.0056
Arlington *	2,730	25	2.3780	6491.9400	0.0072
Fairfax	101,350	30	1.9670	199355.8434	0.2198
Prince William	37,920	30	1.9670	74588.0499	0.0822
Loudoun	29,764	30	1.9670	58546.4765	0.0645
Stafford	10,091	30	1.9670	19848.0135	0.0219
TOTAL	514,425			1043693.0732	1.1505
TOTAL FOR CO NON-ATTAINMENT AREA*:					0.5981

* The non-attainment area for wintertime CO includes:

DC, ARL, ALEX, MONT, PG

APPENDIX I

TERMs Implementation Reports

From: Moss, David [mailto:David.Moss@montgomerycountymd.gov]
Sent: Friday, November 02, 2007 3:03 PM
To: Daivamani Sivasailam
Subject: RE: TERM Tracking Sheet

Siva,

You are correct. The Germantown Transit Center is completed.

David

-----Original Message-----

From: Daivamani Sivasailam [mailto:siva@mwkog.org]
Sent: Tuesday, October 30, 2007 11:20 AM
To: Moss, David
Cc: Anant Choudhary
Subject: TERM Tracking Sheet

David:

As part of the conformity analysis we have been reviewing the TERM Tracking Sheet. All the projects in Montgomery County are up-to-date except one (Germantown Transit Center) line item # 95 in the tracking sheet. It should have been completed in 2004 or 2005 according to the original schedule. Can you reply with an email if the project is complete? Thanks

Siva

Daivamani Sivasailam
Principal Transportation Engineer
MWCOG
202 962-3226
siva@mwkog.org

From: Daivamani Sivasailam
Sent: Wednesday, December 12, 2007 9:21 AM
To: Jane Posey
Subject: FW: MDOT TERMS Status

Jane:

We have incorporated the MDOT comments in the tracking sheet that is shown attachment C in the short report.

Siva

Daivamani Sivasailam
Principal Transportation Engineer
MWCOG
202 962-3226
siva@mwkog.org

From: Anant Choudhary
Sent: Tuesday, December 11, 2007 3:15 PM
To: Daivamani Sivasailam
Subject: FW: MDOT TERMS Status

From: Ian Beam [<mailto:ibeam@mdot.state.md.us>]
Sent: Tuesday, December 11, 2007 1:37 PM
To: Anant Choudhary
Subject: RE:

Please see the attached document for the update on the MDOT TERMS status

MEMORANDUM

DATE: September 20, 2006

TO: FY2007 – 2012 TIP Air Quality Conformity File

FROM: Nicholas W. Ramfos, Chief 
Alternative Commute Programs

SUBJECT: Implementation of Commuter Connections Regional Transportation Emission Reduction Measure (TERMs) and the Commuter Connections Operations Center

The Commuter Connections regional TERM projects programmed and implemented for the FY95, FY96, FY 97 and FY98 Transportation Improvement Programs (TIP) for the Washington metropolitan region for the purpose of reducing Nitrogen Oxides and Volatile Organic Compound emissions and achieving air quality conformity for the TIP include Employer Outreach, Guaranteed Ride Home, Telework Resource Center, Integrated Rideshare programs, and the Mass Marketing TERM (M-101a) adopted in the FY 97-02 TIP and advanced for implementation in the FY 98-03 TIP.

Impact results for each of these TERMS were produced through a vigorous evaluation methodology implemented by Commuter Connections staff and several consulting firms. An analysis report was completed in 2005. Using the results from the analysis report, growth in the program between the 2005 and the 2010 emissions benefits for the TERMS were estimated and results are as follows:

TERM No	TERM Name	VOC (tons/day)	Nox (tons/day)
M-92	Telework Resource Center TERM	0.0634	0.1095
M-47C	Guaranteed Ride Home	0.0852	0.1581
M-47C	Employer Outreach	0.4023	0.6571
M-70B	Employer Outreach - Bicycling	0.0013	0.0018
	M-47C and M-70 B subtotal	0.4887	0.8170
M-47*	Integrated Rideshare	0.0381	0.0696
M-101A	Mass Marketing	0.0385	0.0646

* Virginia is discontinuing the project after December 31, 2006



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

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

October 5, 2007

Mr. Ronald F. Kirby
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments
777 N. Capital Street, N.E.; Suite 300
Washington, D.C. 20002

RE: Implementation Status of TERMS (CMAQ and Non-CMAQ)

Dear Mr. Kirby:

Enclosed is an update to the implementation status report for all Virginia-funded Transportation Emissions Reduction Measures (TERMs) for which the region has taken credit either in the present or previous conformity analysis of the TIP and CLRP. The TIP periods covered in this report are from 1994-1999 to 2008-2013. This submission updates the implementation status report submitted to you on October 5, 2006.

Mr. Randy Hodgson (703-383-2216) is my point of contact on this matter should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "R. McDonald".

Robert H. McDonald, P.E.
Chief, Planning Section

Enclosure

Transportation Emission Reduction Measures - STATUS REPORT FROM VDOT FOR FY 08- 13 TIP AND 2007 CLRP

TERM No.	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				STATUS REPORT
					FULL	SCALED BACK	UNDER-WAY	REMOVED	
19		1994-99	PRTC	VRE Woodbridge Parking Expansion (add 500 spaces)					Completed @ Rippon, Woodbridge ('03) and Lorton ('02)
20	X	1994-99	ALEX	King St. Metrorail access improvements	X				Completed 2006.
51	X	1995-00	ALEX	Alexandria Telecommuting Pilot Program	X				Completed in 2001
54	X	1995-00	FFX CTY	City of Fairfax Bus Shelters	X				Completed in 2004
56	X	1995-00	VDOT	Cherry Hill VRE Access			X		Complete construction - July 2008
66	X	1995-00	VDOT	Commuter Lots - District Wide (1,400 spaces)	X				I-95 / 123 lot in 1995, Western Reg. Lot in 2001. 4/30/04 report.
67	X	1995-00	VDOT	I-66 and Stringfellow Rd. Park and Ride (365 spaces)	X				Completed in 2000. 3/30/01 report.
69	X	1995-00	ARLG / FFX CO.	Bicycle Trails and Facilities (Arlington & Fairfax Co. - 7 locations)	X		X		Projects 4 & 6 incomplete due to incomplete funding. Project #6 projected to be complete in 2008, and Project #4 projected to be completed in mid 2009. Project 3 revised to sidewalks & wide-curb lanes only, not bike lanes. All others complete.
70	X	1995-00	VDOT	Improved Access to VRE Rail 2 Stations	X		X		Burke station completed 2001. Brooke station - phase 2 nearing completion in October, 2007. Phase 3 to ad in July, 2012. Phase 4 after 2013. Previously, Phase 4 also scheduled for 2012.
77		1996-01	ALEX	Duke Street Pedestrian Bridge			X		Construction to be completed by Dec. 2007
79	X	1996-01	FFX CO.	Fairfax County Bus Shelters (10 shelters)	X				Five completed in 1999, rest in 2001.
82	X	1996-01	ARLG / FFX CO.	Old Dominion Drive Bike Trail					Arlington completing design review and permitting. Construction anticipated in early 2008. Previously slated for construction in 2007.
85	X	1996-01	FFX CO.	Fairfax County Bus Shelters (5 shelters)	X				All 5 shelters installed in 2001.
117	X	1998-03	ARLG	Arlington County Four Mile Run Bike Trail					Construction commenced September, 2007, to be completed March, 2009. Previously construction scheduled for 2007.
119	X	1998-03	FFX CTY	Fairfax City Bus Replacement	X				Completed in 2003.
125	X	1999-04	FFX CO.	(Transit Center at 7 Corners) Fairfax County Bus Shelters	X				6 Bus shelters built in 2001 since Transit Center project delayed.
126	X	1999-04	FAL CHR	Falls Church Clean Diesel Bus Service	X				Pilot program in 2003 & 2004. City operates service in 2005.
127	X	1999-04	VDOT	VA 234 Bike Trail			X		Completion by 2008.
133	X	2000-05	VDOT	Gambrell / Hooes Rds. Park and Ride Lot (250 spaces)	X				Completed in 2004.
134	X	2000-05	VDOT	Backlick Rd. / Franconia Springfield Pkwy. P&R Lot (300 spaces)	X				Project complete, to be opened to public by November, 2007.
135	X	2000-05	VDOT	Accotink-Gateway Connector Trail	X				Completed in 2005

Transportation Emission Reduction Measures - STATUS REPORT FROM VDOT FOR FY 08-13 TIP AND 2007 CLRP

TERM No.	CREDIT TAKEN	TIP CREDITED	AGENCY	PROJECT	IMPLEMENTATION STATUS				STATUS REPORT
					FULL	SCALED BACK	UNDER- WAY	REMOVED	
136	X	2000-05	VDOT	Columbia Pike Trail - Now named Cross County Trail			X		Construction of Phase 2 (Cross County Trail - Accotink Stream Valley-Lake Accotink dam to Hunter Village Drive) scheduled for bid, Fall, 2007. Previously going to be constructed in 2007, now estimated to be complete in 2009.
137	X	2000-05	VDOT	Lee Highway trail			X		County reports project is in pre-final design stage. Previously to be constructed in 2007.
138	X	2000-05	ARLG	Arlington Countywide Bus Shelter Improvements	X				Shelter & Upgrades Complete.
139	X	2000-05	ARLG	Pentagon Metrostation Improvements (Access & Bus routing)	X				Completed in 2003.
176	X	2003-08	VDRPT	Universal Transportation Access Program					All Northern Virginia public transit systems outfitted with SmartTrip Fare collection system, which is interoperable with WMATA's system.
177	X	2003-08	VDRPT	Interactive Rideshare & Kiosk Initiative			X		Phase I of project to be complete in January, 2008 and then Phase II will start.
178	X	2003-08	VDRPT	Mobile Commuter Stores	X				Completed in 2005
179	X	2003-08	VDRPT	Telework Incentive Program (Telework VA)	X				Orig. Program completed. Re-introduction slated for late fall '06
180	X	2003-08	VDOT	Commuter Choice (NoVA State Govt. only)	X				Operational since 2001.
184	X	2003-08	VDOT	Van Start / Van Save	X				Operational since 2002 & till 2006.
187	X	2003-08	VRE	VRE Mid-Day Train Service	X				On-going service started 2002.
190	X	2003-08	VDOT	Employer Vanpool Program (Bridge Bucks)			X		Pilot program started in 2004. Funded till 2008.
191	X	2003-08	LOU CO.	Town of Leesburg P&R Lot (150 spaces)			X		Project scheduled for completion in late 2008 or early 2009. Previous completion date was 2007.
192	X	2003-08	VDOT	District-wide P&R Lots (2,400 spaces)	X				At various locations. Most done by 2002. 1 more by 2005.
193	X	2003-08	VDOT	Additional Parking at 4 Metro stations (4,000 spaces)	X				All four (4) P & R lots completed by 2005.
195		2003-08	VDOT	VDOT - Travel Management System (Surveillance & Assistance)	X				This is part of the Regional Traveler Information System (# 161). Virginia system has been since 2000.
218	X	2003-08	VDOT	MV-92 Telecommuting Program - Expanded	X				Completed in 2005
219	X	2003-08	VDOT	MV-123 Employer Outreach for Public Sector Employees	X				Project has been completed. Emissions reductions credit included under Commuter Connection TERM program.
220	X	2003-08	REGION	Signal System Optimization	X				This is an on-going program involving all signals that VDOT has responsibility for.

Jane Posey

-----Original Message-----

From: Kristin M. Haldeman [mailto:khaldeman@wmata.com]

Sent: Monday, September 25, 2006 9:32 AM

To: Daivamani Sivasailam

Cc: Nat Bottigheimer; Tomika Hughey; Thomas Harrington; Wendy Jia

Subject: WMATA projects on the TERM Tracking Sheet

Two projects that WMATA had underway on the TERM Tracking sheet have been fully implemented. They are:

Item 143: Ultra Low Sulfur Diesel Fuel with CRT filters * completed installation, June 2006

Item 197: 250 CNG buses * completed purchase and in service, June 2006.

With this status report all the WMATA projects have been fully implemented.

Kristin Haldeman

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From: Keys, Maurice (DDOT) [mailto:Maurice.Keys@dc.gov]
Sent: Tuesday, October 16, 2007 3:28 PM
To: Anant Choudhary; Daivamani Sivasailam
Cc: Rawlings, Mark (DDOT); Sebastian, Jim (DDOT); Rybeck, Rick (DDOT)
Subject: RE: TERM status reports

Anant: See [project 146, Bicycle Lanes in the District of Columbia](#). The project remains underway and the District has completed 24 miles to date. Do you need formal correspondence?

Maurice