

Appendix B

Environmental Compliance Documentation

TPB R1-2010
July 15, 2009

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

**RESOLUTION FINDING THAT THE 2009 CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2010-2015
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, 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 January 15 and approved by the TPB at its February 18, 2009 meeting; and

WHEREAS, on February 18 and March 18, 2009, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2009 CLRP and FY 2010-2015 TIP; 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 through

2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, in October 2008 federal legislation was enacted to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and, the legislatures of Maryland, Virginia, and District of Columbia have taken steps to identify the required dedicated local matching revenues and this additional revenue was assumed to be available in the financial plan for the 2009 CLRP and the transit ridership constraint to or through the core area was applied in the 2009 CLRP conformity analysis using 2020 ridership levels for 2030; and

WHEREAS, on June 11, 2009, the draft Air Quality Conformity Determination of the 2009 CLRP and FY 2010-2015 TIP and web-based information were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the analysis reported in *Air Quality Conformity Determination of the 2009 Constrained Long Range Plan and the FY 2010-2015 Transportation Improvement Program for the Washington Metropolitan Region*, dated July 15, 2009 demonstrates adherence to all mobile source emissions budgets for volatile organic compounds, nitrogen oxides, carbon monoxide and fine particle emissions (PM2.5), and demonstrates that PM2.5 emissions 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 June 24, 2009, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the *Air Quality Conformity Determination of the 2009 Constrained Long Range Plan and the FY 2010-2015 Transportation Improvement Program for the Washington Metropolitan Region*, and also continued to "strongly urge state and local governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new ozone and particulate matter standards as soon as possible.";

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2009 Constrained Long Range Plan and the Transportation Improvement Program for FY 2010-2015 conform with all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on July 15, 2009

Metropolitan Washington Air Quality Committee

Suite 300, 777 North Capitol Street, N.E. Washington, D.C. 20002-4239 202-962-3358 Fax: 202-962-3203

June 24, 2009

Honorable Charles Jenkins, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Jenkins:

The Metropolitan Washington Air Quality Committee (MWAQC) has reviewed the June 11, 2009 draft *Air Quality Conformity Determination Of The 2009 Constrained Long Range Plan And The FY2010-2015 Transportation Improvement Program For The Washington Metropolitan Region*. We are pleased the proposed transportation plan meets both the interim emissions tests and the proposed new motor vehicle emissions budgets for both the 8-hour ozone and PM_{2.5} standards.

As allowed by EPA in the interim before 8-hour ozone and PM_{2.5} mobile budgets are developed and approved, conformity for the 8-hour ozone standard is being tested against the 1-hour ozone mobile budgets in the region's approved SIP. For PM_{2.5}, the region selected the build no greater than 2002 interim emissions test in this year's conformity analysis. We note that this analysis uses the same approach as the conformity determination for the 2008 CLRP and FY 2009-2014 TIP. We are concerned about the extended delay in EPA action on the mobile budgets proposed in 2007 and 2008.

We note that projected 2010 motor vehicle emissions in the region are closer to the proposed new 2010 mobile budgets than they were last year. We recognize that the 2010 mobile emissions budget was included in 8-Hour Ozone Attainment Demonstration because the Transportation Planning Board agreed to provide emissions reductions in 2010 to help meet requirements of the Clean Air Act. Changes in the socio-economic trends in the region can result in changes in the mobile source emissions, thereby affecting the region's air quality. The assumptions in the modeling are updated on a regular basis to reflect these changes in the Washington region. In light of the current economic downturn, we should watch these trends carefully to ensure continuing compliance with the proposed mobile budgets.

For future years, we acknowledge the expectation that there will be substantial reductions in transportation emissions occurring by 2020 and in succeeding years, resulting in transportation emissions well below the current maximum allowable emission levels. However, as you're aware, the EPA recently promulgated more stringent National Ambient Air Quality Standard (NAAQS) for both 8-hour ozone and PM_{2.5}. EPA is also now considering whether to lower the ozone NAAQS even further and may release a new motor vehicle emission model that could substantially affect emission estimates in the region. If the region is designated as a nonattainment area under these new standards, State Implementation Plans will be due to EPA in 2013. Additional emission reductions will very likely be needed across all sectors to meet these new more stringent standards. We continue to strongly urge state and local governments to maintain their commitments to Transportation Emission Reduction Measures (TERMs) and other emission reduction measures to advance meeting the new ozone and particulate matter standards as soon as possible.

Thank you for the opportunity to comment on the draft conformity analysis. We look forward to working closely with you on making further improvements to the region's air quality.

Sincerely,


Hon. Phil Mendelson, Chair
Metropolitan Washington Air Quality Committee

TPB R2-2010
July 15, 2009

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

RESOLUTION APPROVING THE 2009 CONSTRAINED LONG RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on November 19, 2008, the TPB approved the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 15, 2008, the TPB issued a solicitation document for projects and strategies to be included in the 2009 CLRP and FY 2010-2015 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2009 CLRP and inputs to the FY 2010-2015 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and March 2009; and

WHEREAS, on February 18 and March 18, 2009, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2009 CLRP and FY 2010-2015 TIP; and

WHEREAS, on June 11, 2009, the draft 2009 CLRP, the FY 2010-2015 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2009 CLRP are described in the attached memorandum of February 11, 2009 and on the TPB web site, and detailed information on all of the projects in the 2009 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted July 15, 2009; and

WHEREAS, the financial plan for the 2009 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030; 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 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, as a result of the federal legislation enacted in October 2008 to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and steps taken by the legislatures of Maryland, Virginia, and District of Columbia to identify the required dedicated local matching revenues, this additional revenue was assumed to be available in the financial plan for the 2009 CLRP and the transit ridership constraint to or through the core area was applied in the 2009 CLRP conformity analysis using 2020 ridership levels for 2030; and

WHEREAS, on June 11, 2009, the draft Air Quality Conformity Determination of the 2009 CLRP and FY 2010-2015 TIP and web-based information were released for a 30-day public comment period and inter-agency review; and

WHEREAS, during the development of the 2009 CLRP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 15, 2009 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2009 CLRP and the FY 2010-2015 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January, February and March TPB meetings; (2) At the February 18 and March 18 meetings, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On June 11, 2009 in conjunction with the CAC meeting, a public meeting was held on the draft FY 2010-2015 TIP and the draft air quality conformity analysis, and the draft 2009 CLRP, the draft FY 2010-2015 TIP and web-based information on the plan were released for a 30-day public comment period which closed on July 11, 2009, and no public comments were received; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the

beginning of the July 15 TPB meeting; and (5) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, on July 15, 2009, the TPB determined that the 2009 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2009 CLRP by the Board, and

WHEREAS, on July 15, 2009, the TPB as requested by the District of Columbia Department of Transportation (DDOT) in the attached letter of July 8, 2009, included the following intercity passenger rail projects in the 2009 CLRP and FY 2010-2015 TIP:

- Union Station Escalator Replacements,
- Union Station Passenger Facility Enhancements,
- Union Station Access Enhancements, and
- A Study of the structural integrity and capacity of the Long Bridge over the Potomac River;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2009 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and DDOT letter, the TPB web site, and Appendix B of the Air Quality Conformity report.

Adopted by the Transportation Planning Board at its regular meeting on July 15, 2009.

**TPB R3-2010
July 15, 2009**

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

**RESOLUTION APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2010-2015**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, the TIP is required by FHWA and FTA as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 19, 2008, the TPB approved the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 TIP which were developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 15, 2008, the TPB issued a solicitation document for projects and strategies to be included in the 2009 CLRP and FY 2010-2015 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2009 CLRP and inputs to the FY 2010-2015 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in January, February and March 2009; and

WHEREAS, on February 18 and March 18, 2009, the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2009 CLRP and FY 2010-2015 TIP; and

WHEREAS, on June 11, 2009, the draft 2009 CLRP, the FY 2010-2015 TIP, and conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the FY 2010-2015 TIP projects are consistent with the 2009 CLRP as approved by the TPB on July 15, 2009; and are selected in accordance with the Federal Planning Regulations; and

WHEREAS, the FY 2010-2015 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, on July 15, 2009, the TPB determined that the 2009 CLRP and FY 2010-2015 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS during the development of the 2009 CLRP and FY 2010-2015 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the January 15, 2009 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2009 CLRP and the FY 2010-2015 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January, February and March TPB meetings; (2) At the February 18 and March 18 meetings, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On June 11, 2009 in conjunction with the CAC meeting, a public meeting was held on the draft FY 2010-2015 TIP and the draft air quality conformity analysis, and the draft 2009 CLRP, the draft FY 2010-2015 TIP and web-based information on the plan were released for a 30-day public comment period which closed on July 11, 2009; (4) An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the July 15 TPB meeting; and (5) the final version of the TIP will include summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2010-2015 TIP by the Board,

WHEREAS, on July 15, 2009, the TPB directed TPB staff to include in the FY 2010-2015 TIP and subsequent TIPs a separate analysis and description of bicycle and pedestrian projects with funding levels where possible; and

WHEREAS, on July 15, 2009, the TPB, as requested by the District of Columbia Department of Transportation (DDOT) in the attached letter of July 8, 2009, included the following intercity passenger rail projects in the 2009 CLRP and FY 2010-2015 TIP:

- Union Station Escalator Replacements,
- Union Station Passenger Facility Enhancements,

- Union Station Access Enhancements, and
- A Study of the structural integrity and capacity of the Long Bridge over the Potomac River;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the enclosed Transportation Improvement Program for FY 2010-2015.

Adopted by the Transportation Planning Board at its regular meeting on July 15, 2009.

7/15/2009

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2010 - 2015

Source	Fed/St/Loc	Previous Funding	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Source Total	
I-495 HOT/HOV Lanes										
TIP ID: 4545 Agency ID: 68805		Title: I-495 Widen Capital Beltway to 12 Lanes						Complete: 2013		
Facility: I 495 Capital Beltway HOT Lanes	TIFIA	100/0/0	230,573 a	134,421 c	187,653 c	203,774 c			525,848	
From: I 95/395 Interchange			42,000 b							
To: Dulles Toll/Access Road			804,787 c							
									Total Funds: 525,848	

Description: Widen I-495 (Capital Beltway) to 12 lanes by adding four high-occupancy toll (HOT) lanes (two in each direction) between the Springfield Interchange and a point just south of VA 193 (Georgetown Pike). The HOT Lanes would connect (via construction of ramps as part of UPC 14682 Rte 95 Interchange Improvements, Phase VIII) to the I-95 / I-395 HOV lanes in the vicinity of the Springfield Interchange. This would permit HOT traffic to continue northward from I-95 to Georgetown Pike, and vice versa.

Intermediate access would be provided directly onto the HOT lanes by separate ramps at VA 620 (Braddock Road), US 29 (Lee Highway) (to and from the south only), I-66, VA 123 (Chain Bridge Road), and the VA 267(Dules Airport Access and Toll Road). Although the existing interchanges within this segment of I-495 may be reconfigured, access to / from the general-purpose lanes from / to the interchanging arterials and freeways will be maintained by this project.

Access to the HOT lanes would be available to automobile, light truck, bus and transit vehicles only. The Commonwealth Transportation Board (CTB), or the Commissioner in the course of negotiating the Comprehensive Agreement, will determine the minimum number of occupants (not less than three) required to be in a vehicle for travel on the HOT lanes without payment of a toll. Any other vehicles not meeting the occupancy requirement would pay, using electronic toll collection equipment, a toll at a rate that would vary by time of day. Buses and other transit vehicles, and emergency response vehicles would operate on the HOT lanes for free.

This project will be financed under Virginia's Public-Private Transportation Act (PPTA) of 1995. Financing will be arranged by a private contractor and therefore will not make use of traditional funding sources.

Operations are governed by Virginia HOT Lanes laws (§ 33.1-56.1 et seq. of the Code of Virginia).

Bicycle/pedestrian accommodations included

I-495, Capital Beltway Interchange Improvements (Phase VIII)										
TIP ID: 4783 Agency ID: 14682		Title: I 495/I95 - Interchange Improvements						Complete: 2013		
Facility: I 495 Capital Beltway HOV (peak)	AC Conversion	80/20/0	8,221 c	10,985 c		5,089 c			16,074	
From: I 95/395/495 Springfield Interchange	IM	90/10/0				19,395 c			19,395	
To: Phase VIII (formerly listed w/ S'field Interch.)										
									Total Funds: 35,469	

Description: Construct ramps connecting the existing I-95 / I-395 HOV lanes on Shirley Highway to proposed HOT lanes on the Capital Beltway.

Interstate VDOT

- Bicycle/Pedestrian Accommodations Included

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2009 CLRP AND FY2010-2015 TIP AIR QUALITY CONFORMITY INPUTS
(Highway and HOV)

Agency	Project ID	Improv.	Facility	From	To	Facility		Lanes		Under Const. or ROW acquired?	Compl. Date or Status
						from	to	from	to		
VDOT	V44b	Construct	I-495 NB Auxiliary Lane	1 mi. east of I-95/I-395/I-495	North of Hemming Ave. Underpass	1	1	8	5+1	Yes	2013
VDOT	V44b	Construct	I-495 SB Auxiliary Lane	Hemming Ave. Underpass	1 mi. east of I-95/I-395/I-495	1	1	8	5+1	Yes	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, EB to SB, & NB to WB HOV movements	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2013
VDOT	part of V44H0Ta	Construct	I-495 HOT Lanes Interchange	Provides SB HOT to EB HOV & WB HOV to NB HOT movement	@ VA 267 (Dulles Toll Road)	1	1	-	-	Yes	2030
VDOT	part of V44H0Ta	Relocate / Reconstruct	I-495 HOT Lanes Interchange	Move ramps from left side to right side: NB GP lanes to WB DTR; SB GP lanes to EB DTR	@ VA 267 (Dulles Toll Road)	1	1	1	1	Yes	2030
VDOT		Construct	I-495 Interchange Ramp	SB I-495	WB Dulles Airport Access Highway (DAAH)	0	1	0	1	Yes	2013
VDOT		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	NB I-495	0	1	0	1	Yes	2013
VDOT		Construct	I-495 Interchange Ramp	EB Dulles Airport Access Highway (DAAH)	SB I-495	0	1	0	1	Yes	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ Jones Branch Connector	1	1	-	-	Yes	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	NB to WB, SB to WB, EB to NB, and EB to SB	@ West Park Connector	1	1	-	-	Yes	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	NB to EB, NB to WB, EB to SB, and WB to SB	@ VA 7	1	1	-	-	No	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, WB to NB, & EB to NB	@ I-66	1	1	-	-	Yes	2013
VDOT	part of V44H0T	Construct	I-495 HOT Lanes Interchange	NB to EB	@ I-66	1	1	-	-	Yes	2013