

PUBLIC NOTICE

PM_{2.5} CONFORMITY DETERMINATION

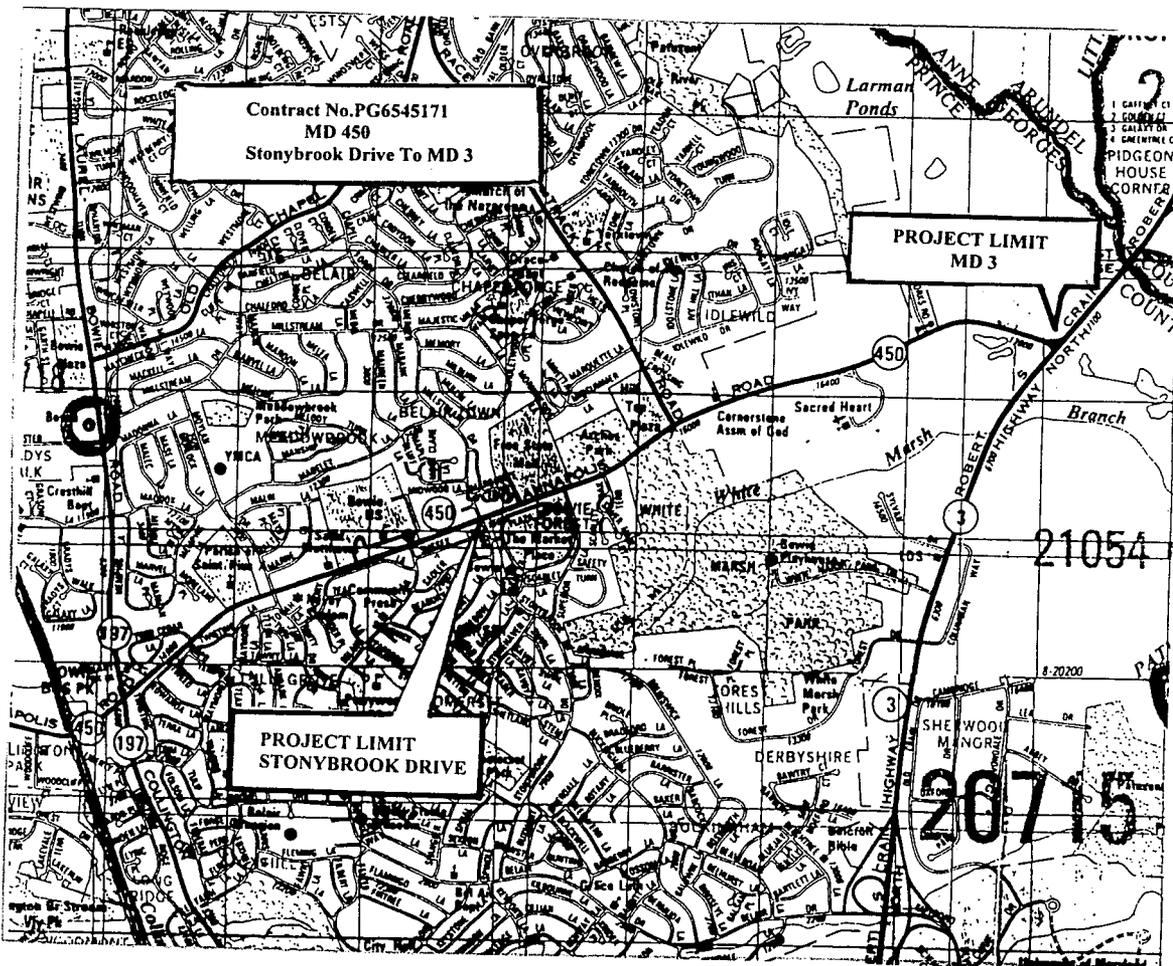
MD 450:

STONYBROOK DRIVE TO MD 3

CONTRACT NO. PG654B21

PRINCE GEORGE'S COUNTY

MARYLAND



PREPARED BY:

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

DECEMBER 18, 2006

The MD 450 Project is located in the northeastern portion of Prince George's County. The project starts at the intersection of MD 450 with Millstream Drive/Stonybrook Drive and extends to MD 3. Currently, MD 450 operates at levels of service ranging from "A" to "D", with the Millstream Drive/Stonybrook Drive Intersection operating at a level of service "D". By 2030, with the increased traffic volumes, the level of service along the mainline will deteriorate to levels ranging from "D" to "F", with the Millstream Drive/Stonybrook Drive Intersection falling to level of service "F". The existing No-Build typical section of MD 450 consist of two 12-foot lanes in the eastbound direction and one 12-foot lane in the westbound direction. Some of the intersections with arterial roads have additional lanes for turning movements. There is no existing median and minimal outside shoulders. The Build Alternate includes the widening of existing MD 450. This consists of adding an additional lane along westbound MD 450. A median will be added, with a width varying from 16 to 20 feet. In addition, a 15-foot wide bicycle compatible exterior lane in each direction will be added.

This project is located in the Washington, DC-MD-VA PM_{2.5} nonattainment area, which was designated a nonattainment for PM_{2.5} on January 5, 2005 by the US Environmental Protection Agency. This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation conformity for the PM_{2.5} standards applied on April 5, 2006, after the one-year grace period provided by the Clean Air Act.

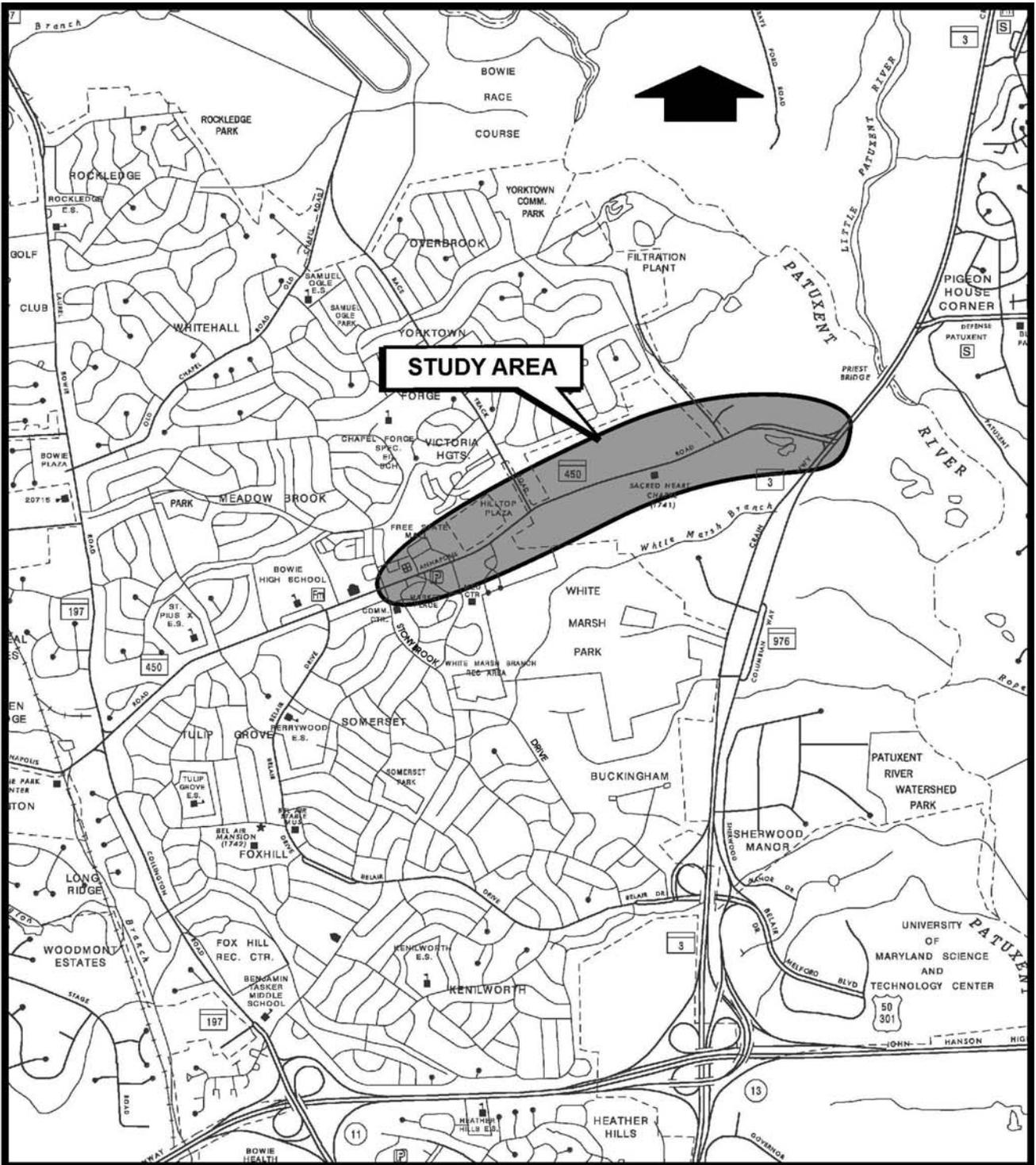
Based on review and analysis, it is determined that the MD 450 Project meets the Clean Air Act and 40 CFR 93.109 requirements. These requirements are met for particulate matter without a project-level hot-spot analysis, since the project has **not** been found **to be a project of air quality concern** as defined under 40 CFR 93.123(b)(1). Since the project meets the Clean Air Act and 40 CFR 93.109 requirements, the project will not cause or contribute to a new violation of the PM_{2.5} NAAQS, or increase the frequency or severity of a violation for the following reasons:

- MD 450 Project does not meet the criteria set forth in 40 CFR 93.123(b)(1) as amended to be considered a *project of air quality concern* primarily because the project is an expansion of an existing highway primarily used by gasoline vehicles.
- The primary current east-west truck route in the area is US 50, which is approximately 2 miles south of and parallel to the MD 450 Project.
- As clarified in the preamble to the July 1, 2004 revision to the transportation conformity rule (64 FR 40056), the conformity rule requires that project-level analyses consider the year of expected peak emissions from the project. For PM_{2.5}, this is expected to be a near-term year, such as the first year of operation of the project (2010), because emission rates from vehicles are predicted to decline between the opening year and the design year (2030) due in part to improvements in tailpipe emissions and national vehicle emissions control programs.
- In accordance with FHWA guidance, "40 CFR 93.123(b)(1)(i) should be interpreted as applying only to projects that would involve a significant increase in the number of diesel transit busses and diesel trucks on the facility." This traffic data for 2010 is presented on Table 1 with the following items highlighted:
 - The highest 2010 Average Daily Traffic (ADT) for the MD 450 Project occurs east of Race Track Road and is 32,553 vehicles per day.
 - SHA projects no increase in traffic volumes or truck percentages between the No-Build and Build Alternatives.
 - There is projected to be 2,279 trucks (ADTT) east of Race Track Road in 2010. Of the 2,279 trucks, 1,680 are projected to be diesel trucks.

Table 1
2010 Traffic Volumes and Truck Percentages

Roadway Segment	2010 ADT	Trucks		Diesel Trucks	
		%	No. of Trucks	%	No. of Trucks
MD 450 West of Stonybrook Drive / Millstream Drive	22,146	7.00%	1,550	5.16%	1,143
MD 450 Millstream Drive to Freestate Mall West Ent.	23,875	7.00%	1,671	5.16%	1,232
MD 450 Freestate Mall West Ent. to Middle Ent.	22,494	7.00%	1,575	5.16%	1,161
MD 450 Freestate Mall Middle Ent. to Superior Lane	21,399	7.00%	1,498	5.16%	1,104
MD 450 Superior Lane to Scarlitt Oak Terrace	26,996	7.00%	1,890	5.16%	1,393
MD 450 Scarlett Oak Terrace to Hill Top Plaza West Ent.	26,968	7.00%	1,888	5.16%	1,392
MD 450 Hill Top Plaza West Ent. to Middle Ent.	26,850	7.00%	1,879	5.16%	1,385
MD 450 Hill Top Plaza Middle Ent. to East Ent.	24,171	7.00%	1,692	5.16%	1,247
MD 450 Hill Top Plaza East Ent. to Race Track Road	22,382	7.00%	1,567	5.16%	1,155
MD 450 Race Track Road to Public Works Road	32,553	7.00%	2,279	5.16%	1,680
MD 450 East of Public Works Road	32,435	7.00%	2,270	5.16%	1,674

- Section 176(c) of the Clean Air Act and the federal conformity rule require that transportation plans and programs conform to the intent of the state air quality implementation plan (SIP) through a regional emissions analysis in PM_{2.5} nonattainment areas. For the study area, The Metropolitan Washington Council of Governments (MWCOG) performed this analysis. The National Capital Region 2005 Constrained Long Range Transportation Plan (CLRP) and the 2006-2011 Metropolitan Transportation Improvement Program (MTIP) have been determined to conform to the intent of the SIP. The US Department of Transportation made a PM_{2.5} conformity determination on the CLRP and the MTIP on February 21, 2006, and thus there is a currently conforming transportation plan and TIP in accordance with 40 CFR 93.114. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. The MD 450 Project was included in the regional emissions analysis and there have been no significant changes in the project's design concept or scope, as used in the conformity analyses. Therefore the project comes from a conforming plan and program in accordance with 40 CFR 93.115. Conformity to the purpose of the SIP means that the transportation activity will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS or "standards").
- By email dated January 5, 2007 the above analysis was forwarded by FHWA to EPA, MDE and MWCOG for Interagency Consultation. On January 8, 2007 email approvals were received from EPA and MDE. These agencies agreed that the MD 450 Project is **not a project of air quality concern** as defined in 40 CFR 93.123(b)(1), and therefore, a project level hot-spot analysis is not required. As no other comments were received from Interagency Consultation, this Public Notice will be placed on SHA's website for a 15 day public review and comment period.



MD 450: STONYBROOK DRIVE TO MD 3

STUDY AREA

DATE
OCT, 2005

