

National Capital Region Transportation Planning Board

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Memorandum

Date: February 24, 2009

To: Travel Management Subcommittee

From: Anant Choudhary
Transportation Engineer

Subject: Highlights of the December 23, 2008 Travel Management Subcommittee Conference Call Meeting

The following members participated:
Bob Owolabi, Fairfax County (Phone)
Mike Clifford, DTP staff
Daivamani Sivasailam, DTP staff
Jane Posey, DTP staff
Eulalie Gower-Lucas, DTP staff
Erin Morrow, DTP staff
Anant Choudhary, DTP staff

The conference call meeting was called to order by the acting chair Daivamani Sivasailam and after introductions, highlights of the November 25, 2008 TMS minutes were approved.

Under agenda item # 2, Jane Posey briefed the subcommittee on the schedule for the air quality conformity assessment of the 2009 CLRP and FY 2010-2015 TIP. She informed the members that the work activities are similar to the last year's conformity analysis. We will be doing assessment for the ozone season pollutants and comparing emissions with the 1-hour and 8 hour budgets, and fine particle pollutants to 2002 base inventory and also to the PM 2.5 budgets submitted to EPA which has still not been approved. She also added that staff will also be analyzing winter time CO and comparing it to the winter time CO budget. She noted that conformity assessment analysis years are 2010, 2020 and 2030. The tools for the assessment are version 2.2 travel demand model, Round 7.2 land use inputs, and in the Mobile 6.2 model 2008 vehicle registration data will be used. She also went over the work tasks and schedule which include network development, development of emissions rates and TERM analysis. She noted the TPB will approve conformity assessment in July 2009. Sivasailam added that the TERM 'speed limit adherence' needs to be implemented or have to be modified or delayed since the measure is to be implemented by 2010.

Under agenda item # 3, Mike Clifford cited August EPA letter to Maryland Governor on fine particle standards and proposed non-attainment areas and the inclusion of Montgomery and Prince George's Counties in the Baltimore non-attainment boundary. He told the members that this has raised a host of technical and institutional issues which were discussed in detail at the MWAQC TAC meeting. He added that EPA defended their decision with their nine-factor analysis at the TAC meeting. He referred to the letter from MWAQC Chair to TPB Chair and described Jeff King's email on summary for the conformity requirement for Prince George and Montgomery Counties for daily PM2.5 standard. EPA is expected to finalize their decision on the geography of the Baltimore non-attainment area by April 2009. In response to a question from Bob Owolabi Mike Clifford responded that there may be joint letter from TPB and MWAQC to EPA pertaining to the EPA's nine factor analysis. However, he said there are protocols which need to be followed. He told members that this issue will be discussed at the TPB Technical committee in January.

Under agenda item # 4 Daivamani Sivasailam described the list of discussion items and briefly explained CO₂/GHG work program. Eulalie Gower-Lucas briefed the members on the annual CO₂ emissions inventory for years 2010, 2020 & 2030. She noted that the staff has added off-line components to the inventory presented at the November 25 TMS meeting which include school, transit buses, and auto access emissions. She noted that the staff is also working on preparing CO₂ equivalent emissions inventory. Citing Eulalie's CO₂ emissions inventory summary table Mike Clifford observed the difference between the CO₂ emission inventories prepared using version 2.1 demand model and 7.0 land use inputs and the inventories prepared using the latest mobile inputs. He noted that comparison shows that there is a 2% drop in 2002 and 5% drop in 2005 CO₂ emissions inventory. Sivasailam added that the staff will develop CO₂ inventory for 2012 using interpolation as we do not have network and other inputs for the 2012. Eulalie further added that the staff will use new Pechan software instead of using the post processor for estimating CO₂ and CO₂ equivalent emissions. In response to Bob Owolabi's question Sivasailam noted that implementation of MOVES model will be somewhere in late 2010. He noted that MOVES model will provide CO₂ emission rate by speed whereas in the mobile 6.2 model CO₂ rates are constant at all speeds. He further added that for the analysis of some of the CO₂ reduction strategies staff will use CO₂ rates published by the UC Riverside but for inventory purposes we will use Mobile 6.2 rates.

Erin Morrow briefed subcommittee on the progress made based on the comments received by the DTP staff on the analysis of transportation related greenhouse gas emissions reduction strategies since November 25 TMS meeting. In her presentation she described various transit, fuel related and policy measures which include measure such as incentives for early vehicle retirement (cash for clunkers), green fleet policy, improvement in transit access and shift short trips to non-motorized mode.

There were no questions and the meeting adjourned.