

National Capital Region Transportation Planning Board

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Memorandum

Date: March 24, 2009

To: Travel Management Subcommittee

From: Anant Choudhary
Transportation Engineer

Subject: Highlights of the February 24, 2009 Travel Management Subcommittee Conference Call Meeting

The following members participated:

Jim Ponticello (VDOT)
Kanti Srikanth (VDOT)
Ronald Mitchell (DDOT)
Lyn Erickson (MDOT)
Bob Owolabi (Fairfax County)
Jeff King, DEP staff
Sunil Kumar, DEP staff
Mike Clifford, DTP staff
Daivamani Sivasailam, DTP staff
Jane Posey, DTP staff
Eulalie Gower-Lucas, DTP staff
Anant Choudhary, DTP staff
Erin Morrow, DTP staff
Yu Gao, DTP staff
Wenjing Pu, DTP staff
Monica Bansal, DTP staff

The conference call meeting was called to order by the chair Kanti Srikanth and after introductions, highlights of the February 24, 2009 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 assessment will be done for the ozone season pollutants and for years 2010, 2020 and 2030. She added that the analysis will compare emissions with the 1-hour and 8 hour budgets to 2002 base inventory and fine particulate to the PM 2.5 budgets. She also added that staff will also be analyzing winter time CO and compare it to the winter time CO budget. She noted that the version 2.2 travel demand model, Round 7.2 land use, and 2008 vehicle registration data will be used for development of emissions rates and conformity

assessment. She mentioned that the transit constraint in the core has been changed from 2010 to 2020. On the network side HOV facilities will switch to HOV3 in 2020 and not in 2010 as the case was during the last conformity. She went over the work schedule and noted that the TPB will approve conformity assessment in July 2009. She requested TERMS status reports from the members within a couple of months. She further noted that for the TERM 'speed limit adherence' a formal letter from the implementing agencies is required. In reply, Kanti Srikanth noted that VDOT will send status report which will also include status information on 'speed limit TERM'. Later, in reply to a question on 'signal optimization' TERM Sivasailam told the members that this is an ongoing TERM and is a part of the TERM status report, however, details of this TERM will be available through Andrew Meese. On the issue related to the I-66 spot improvement projects in Arlington County, Kanti Srikanth informed the members about the resolution adopted by the Fairfax County Board of Supervisor advising their board members to reverse their decision to remove the projects from the CLRP and conformity analysis.

Under agenda item # 3, Daivamani Sivasailam provided an update on vehicle registration data since last meeting. He noted that the staff updated vehicle registration data every three years and last update was in 2005. He explained his handouts on MD and VA results presented to the TPB Technical Committee in February and told the members that the raw data was obtained from the state air agencies through MWAQC TAC committee. He added that DDOT is reviewing the preliminary results. Later, he went over the results obtained from VIN decoder. He briefly described the methodology for adjustment for the vehicles with the age 25 years or more and methodology for the age distribution as required in the Mobile model. Finally, he compared 2005 and 2008 VIN decoded data and described percentage changes in each vehicle categories. He further noted that the staff has almost completed decoding MD and VA registration data and results will be presented to the MWAQC TAC and other committees. Mike Clifford added that the results presented in the memo are on state level and the staff comes up with vehicle age distribution and the diesel sales fractions for individual jurisdictions for getting regional aggregate rates. He added that staff presented results for Fairfax and Montgomery County for illustration purposes. He told the members that some of the spikes seen in the heavy duty vehicles are because some agencies augment their fleet periodically by new purchase. Bob Owolabi pointed out that the records obtained from Fairfax County Tax Administration indicate total vehicle registration in Fairfax County is about 947135. He noted that the number differed from the registration data used in the VIN decoder. In replay Sivasailam noted that staff will follow this issue with the source agencies.

Under agenda item # 4, Daivamani Sivasailam provided background information on development of GHG emissions inventory. He described the differences in VMT and CO2 inventory developed in summer 2007 and in January 2009. He attributed differences to the land use inputs, and travel demand model. He noted that interface developed by E H Pechan also provides CO2 equivalent emissions which include nitrous oxides and methane from tail pipe. He further noted that CO2 equivalent constitutes about 4% of 2002 GHG emissions. He pointed out that the share of CO2 equivalent in total GHG in 2030 in percent term is much smaller than 2002 percent. On Jeff King's question Mike Clifford noted that VMT drop in 2030 may be because staff has over simulated base year with 2.1 model. He observed that 2002 VMT is within 1% of observed VMT (HPMS) with 2.2 model.

Erin Morrow briefed the subcommittee on the GHG emissions reduction strategies and progress made by DTP staff since last meeting. In her presentation, she described various transit, fuel related and policy measures. She informed the members about DOE forecasts for alternate vehicles, market share, DOE emissions rates, and analysis approach for taking credits from plug-in type vehicles and fuels such as ethanol, hybrid, CNG and LPG. She noted that the DOE rates for the alternative vehicles are higher than the rates from Mobile model but the difference is not significant. Jeff King alerted members on the possibility of double counting for alternate vehicles if credits for these are taken for the years beyond CAFÉ implementation.

Finally, on funding provision for diesel retrofit projects, Jeff King noted that diesel retrofit projects needed to be prepared by March in order to avail stimulus money and funds need to be spent within a year. Kanti Srikanth suggested sending an email about the grant program and EPA website link for more information. The meeting adjourned at 11.30 am.