

National Capital Region Transportation Planning Board

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Memorandum

Date: April 21, 2009

To: Travel Management Subcommittee

From: Anant Choudhary
Transportation Engineer

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

The following members participated:

Jim Ponticello, VDOT
Tom Biesiadny, Fairfax County
Kristina Haldeman, WMATA
Lyn Erickson, MDOT
Bob Owolabi, Fairfax County
Maurice Keys , DDOT
Mike Clifford, DTP staff
Daivamani Sivasailam, 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 acting chair Daivamani Sivasailam and after introductions, highlights of the February 24, 2009 TMS minutes were approved.

Under agenda item # 2, Daivamani Sivasailam provided background information and briefed the members on the current GHG emissions work activities, including mobile source CO₂ and total tail pipe green house gas emissions inventories. He briefed the members on the climate change measure A.1.ii. – Promote adoption of cleaner vehicles including CALLEV II and CAFE. Citing his handout, he explained CO₂ emissions inventory with different CAFE assumptions and briefed the members on the type of vehicles for which manufacturers are allowed to take credits. He noted that the DTP staff is working with the consultant for estimating CO₂ emissions benefits for electric vehicles such as plug in hybrid vehicles and for vehicles which falls under CAFE 35 and for which credits can be taken. In reply to a Howard Simons question Sivasailam noted that the CO₂ reduction goal for 2012 scenario is

10% and for 2020 it is 20% below the base line emissions. He further clarified that DTP staff will also estimate the CO2 emissions benefits from the adopted TERMS in the Tracking Sheet.

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 measures related to alternative fuel, Commuter Connections, and bike/pedestrian improvements programs. She explained chart from the handout showing CO2 emissions reduction for different CAFE standards. Sivasailam noted that the consultant has developed spreadsheets for heavy duty vehicles and staff is testing the software. While continuing her presentation, Erin Morrow explained measures from Commuter Connections programs such as carpool incentives, regional bicycle and pedestrian improvements programs in the region. She explained the assumption, methodology and CO2 emissions benefits from these measures. In replying to a Howard Simons question Sivasailam noted that the Household Survey Report and State of the Commute Report may be useful for finding the total number of bicycles and/or its percentages and associated VMT. Tom Biesiadny asked about the selection procedure for the measures. In reply Sivasailam noted that the staff is developing selection criteria matrix which includes criteria such as cost-effectiveness for each measure. In reply to Bob Owolabi's question Mike Clifford noted that we do not have any CO2 budget in place and there is no commitment on CO2 reduction. He added that we are executing CO2 work program in cooperation with the Climate Change Steering Committee.

Under agenda item # 3, Daivamani Sivasailam provided update on the vehicle identification number (VIN) decoding results of the 2008 vehicle registration data which will be used as an input to the Mobile 6.2 model during the conformity assessment of the 2009 CLRP & FY 2010-2015 TIP. He noted that the staff will update vehicle registration data every three years and the last update was in 2005. He noted that the raw data was obtained from the state air agencies and then VIN decoder software was used to decode VIN numbers in the form required by Mobile 6.2 model. He briefly described the methodology for adjustment for the vehicles which are 25 years or older and the methodology for the age distribution as required in the Mobile model. He compared 2005 and 2008 VIN decoded data and described percentage changes in each vehicle categories. He summarized the major findings which include older vehicle fleet, slower fleet size growth and higher growth rate for the light duty vehicle in 2008.

Later, Sivasailam explained in detail total number of vehicles by state and vehicles class by state from exhibits 1, and 2. From exhibit 3, he explained vehicle type distribution for Fairfax, Montgomery and District of Columbia. Further, he described age distribution for various vehicle categories for Montgomery County and pointed out from the plot that 2008 fleet is older than the 2005 fleet. He noted that the age distribution will be prepared for each and every jurisdiction but the diesel sales fraction will be prepared only at the state level. He also provided information on number of hybrid vehicles in three states in 2005 and 2008. He further noted that these VIN results will be used in the Mobile 6 model to develop emissions rates which will be used for the conformity assessment. The meeting adjourned at 11.30 am.