

# **National Capital Region Transportation Planning Board**

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Memorandum

**Date:** July 21, 2009

**To:** Travel Management Subcommittee

**From:** Anant Choudhary  
Transportation Engineer

**Subject:** Highlights of the May 26, 2009 Travel Management Subcommittee Meeting

The following members participated:

Kanti Srikanth (VDOT)  
Jim Ponticello, VDOT  
Ronald Mitchell (DDOT)  
Bob Owolabi, Fairfax County  
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  
Sunil Kumar, DEP staff

The conference call meeting was called to order by the acting chair Daivamani Sivasailam and after introductions, highlights of the April 21, 2009 TMS minutes were approved.

Under agenda item # 2, Wenjing Pu briefed the subcommittee on recent activities in the congestion management process (CMP), including exploration of emerging data sources for information on non-recurring congestion. He noted that CMP is a federally required integral part of the metropolitan planning process. He noted that staff has been exploring both existing and emerging data sources that could be used in CMP and other data-based activities. He further added that the existing data sources include Skycomp freeway aerial survey, arterial travel time study, regional transportation data clearinghouse and some special studies and jurisdictional programs that could provide congestion or performance information. The emerging data sources are RITIS, I-95 Corridor Coalition and independent traffic information providers such as INRIX, Traffic.com and Speedinfo. He also showed an example of using data from Virginia ADMS and RITIS to identify the causes of congestion along east bound I-66 outside the Beltway. Kanti Srikanth remarked that more data is needed than what is currently available for a region wide analysis.

Under agenda item # 3, Jane Posey briefed the subcommittee on the status of the work activities underway to complete the air quality conformity assessment of the 2009 CLRP & FY 2010-2015 TIP. She told the members that staff has completed 2010 analysis and year 2020 and 2030 results will be available by June Technical Committee meeting. There has been decrease in the households and jobs by 2010 in Round 7.2 land use which she attributed to the economic slum. She explained the VOC, NOX and PM2.5, NOx precursor emissions budgets and available margins. She informed the members that the emissions inventory meets the budget by a thin margin and the conformity assessment for the 2009 CLRP & 2010-15 TIP would pass the conformity test. On Howard Simons question Sivasailam provided figures for the emissions credits available from the Tracking Sheet. Jane Posey described the work schedule and noted that the TPB will approve conformity assessment in July 2009. She briefed the members on the Maryland and DDOT's requests for the amendment to the 2009 CLRP and FY 2010-2015 TIP to include Purple Line Light Rail Project, Maryland projects on Routes 3, 198 & 28 and DDOT projects. She further briefed the members on "Return to L'Enfant" DDOT project. She noted that these projects affect land use forecast and need to be coded in the network. Kanti Srikanth summarized that there will be another conformity analysis to incorporate these changes which will be due in October.

Under agenda item # 4, Daivamani Sivasailam provided background information and briefed the members on the ongoing GHG emissions work activities. He noted that the current activities include preparing tail pipe greenhouse gas emissions inventories and analysis of emissions reduction strategies. He added that staff is revising GHG emissions inventory to incorporate impact of new CAFÉ standards which begin in 2016. He noted that previous 35 mpg CAFÉ standard was to begin in 2011. The new standards will begin by 2012 and reach 35.5 by 2016. He further added that the staff will also redo analysis using CALLEV II program. Jim Ponticello added that the new proposal has higher mpg for the light duty vehicles (39.5 mpg) and lower mpg for light duty trucks and 35.5 mpg is the average mileage for all light duty vehicles. On Kanti Srikanth's question Mike Clifford replied that this will impact the 2030 baseline emissions target.

Yu Go explained Pay-as-you-drive (PAYD) Auto Insurance emissions reduction measure. He noted that analysis is based on the information from a Brookings Institutions report and findings. He noted that staff assumed 2010 as a beginning year and the program is available for light duty vehicles only. He noted that this strategy will reduce VMT miles driven which will reduce GHG emissions. He cited the finding from the Brookings Institution report that PAYD will reduce 8.2%, 7.3%, 8.5% VMT in Virginia, Maryland and DC respectively if all the LDV switch to PAYD. He also cited some of the surveys findings which provide percentage of the car owners willing to switch to PAYD. He noted that this measure will reduce about 49,000 thousand tons of CO2 in 2010 and about 991,000 tons of CO2 by year 2015. The cost effectiveness of this programs is estimated to be 137 \$/ton in 2010 and 27 \$/ton in 2015.

Under agenda item # 5, Eulalie Lucas provided an update on the draft MOVES model that was released on April 9, 2009. In her presentation she outlined staff activities, and explained technical issues involved in transition to EPA's MOVES model. In her presentation she explained major components of MOVES model, required local datasets, vehicle types and VMT requirement as needed by MOVES model. She also briefed the members on the tests

executed by the TPB staff to facilitate transition from MOBILE6.2 to MOVES model. In the end she described work plan and schedule for MOVES transition.