

*District of Columbia**Bowie**College Park**Frederick County**Gaithersburg**Greenbelt**Montgomery County**Prince George's County**Rockville**Takoma Park**Alexandria**Arlington County**Fairfax**Fairfax County**Falls Church**Loudoun County**Manassas**Manassas Park**Prince William County***Memorandum****DATE:** November 27, 2007**To:** Travel Management Subcommittee**From:** Anant Choudhary
Transportation Engineer**Subject:** Highlights of the October 23, 2007 Travel Management Subcommittee Meeting

The following members and staff attended the meeting:

Members -Mr. Kanthi Srikanth,
Bob Owolabi (phone)
Jim Ponticello (phone)
Howard Simmons
Maurice Keys**Staff -**Ron Kirby
Jeff King
Mike Clifford
Andrew Meese
Jane Posey
Melanie Wellman
Daivamani Sivasailam
Erin Morrow
Anant Choudhary
Gerald Miller
Nick Ramfos**Item # 1**

The meeting was called to order by the chair and, after introductions, under agenda item #1. Andrew Meese presented the Congestion Management Process (CMP), which is a new requirement under SAFETEA-LU. He provided an update on the CMP process and discussed the draft report on the CMP. He described the CMP requirements in the regional planning process as laid out in the new Federal regulations. He provided an outline on the process and elaborated on the CMP component of the 2007 CLRP. Mr. Srikanth raised a question on how DOT should justify capacity increasing projects in the context of the CMP and its requirements. Andrew Meese answered that one of the difference between CMP and the CMS of the past is that CMP does not preclude capacity increases, but only that they be managed safely and effectively. Mr. Kirby clarified the CMP requirements by reading the text of the CMP as laid out in the Federal Register. There was

discussion on a number of issues related to the CMP and some of the points that the committee agreed to are as follows:

- Updating the CMP form in the call for projects document including the eligibility criterion
- Developing CMP strategies similar to the TERM process
- Separate solicitation form to locals to collect information on local projects that reduce congestion including developer funded projects

Jeff King mentioned that the solicitation to locals can be patterned after the local survey that is being carried out by a COG staff member as part of the Institute for Regional Excellence (IRE) program.

In the end Andy Meese updated the members about the CMP schedule and the future activities for maintaining and enhancing CMP and asked the members for their comments on the draft CMP report within a week.

Item # 2

Mike Clifford discussed the status of the ongoing conformity assessment of the 2007 CLRP and FY 2008-2013 TIP. He discussed the ongoing work activities including network development, emission factors development, and use of a new travel demand model, along with Round 7.1 land use. He informed the members that the staff has completed travel demand for milestone years 2002, 2008, and 2009, and prepared emissions factors for all the years. He discussed an issue associated with the HOT lane project in Virginia. He noted that the initial assumption regarding the project was that the facility will be open in 2010. However, a letter to TPB indicated that the facility will now be open by 2013. DTP staff has requested VDOT to clarify this issue. If the project is indeed delayed there will be a delay in the conformity assessment schedule and adoption of the plan and TIP. He reminded the members about the TERM status report and the letter from the respective agencies.

Mr. Srikanth mentioned that air agencies have informed the DOT's that EPA is about to complete the adequacy finding of the 8-hour ozone SIP but needs the states to resubmit the transmittal letter in order to comply with EPA requirements.

Item # 3

Daivamani Sivasailam updated the members on the status of the TERMS section of the 'Call for Projects' document. He noted that the staff has prepared the ozone season emission factors and updated the documents. He informed the members that the PM2.5 and NOx precursor emissions factors are under preparation and will be ready in time for the next meeting.

Item # 4

Daivamani Sivasailam explained the attachments of his handouts on PM 2.5. Daivamani Sivasailam explained the mobile source inventories for precursor NO_x, VOC, PM_{2.5}, PM₁₀, SO₂, and NH₃ pollutants for 2002 & 2009 from his memo. He pointed out that SO₂ emissions decrease significantly between 2002 and 2009 due to heavy duty engine rule. Mr. Srikanth noted that the PM 2.5 budget will apply only for the next year's conformity. Jeff King of DEP handed out the revised PM_{2.5} schedule. Jeff King noted that the draft SIP will go to MWAQC in December for approval. He discussed how the contingency requirements are estimated and that since precursor NO_x is the only pollutant that decreases from 2002 to 2009 it is the only pollutant that needs a contingency plan. He informed the members that 11,000 tons of NO_x are needed for contingency SIP requirement in 2010. The controls on point sources will provide a large reduction in SO₂ which can be substituted for the NO_x. The ratio of NO_x to SO₂ substitution is to be worked out. There was discussion whether the Ozone SIP NO_x budget for 2010 can be used as a contingency measure for PM 2.5. The subcommittee was in agreement that the 1.8 tons/day of NO_x which equates to 657 annual tons can be used as a contingency measure for the PM 2.5 SIP if MWAQC requests TPB for assistance.

Since there were no other business items, the committee decided to hold the next meeting on November 27, 2007 and adjourned.