



Local governments working together for a better metropolitan region

Memorandum

DATE: October 18, 2007

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

To: Travel Management Subcommittee

From: Daivamani Sivasailam
Principal Transportation Engineer

Subject: Highlights of the September 25, 2007 Travel Management Subcommittee Meeting

The following members attended the meeting:

Mr. Kanthi Srikanth,
Randy Carroll (phone)
Jim Ponticello (phone)
Howard Simmons (phone)
Ron Kirby
Bob Owolabi
Jeff King
Mike Clifford
Brian Cassidy
Andrew Meese
Jane Posey
Maurice Keys
Melanie Wellman
Daivamani Sivasailam
Erin Morrow.

The meeting was called to order by the chair and, after introductions, Mike Clifford under agenda item # 1 discussed the status of the ongoing conformity assessment of the 2007 CLRP and FY 2008-2013 TIP. As part of the work activities, new networks have been prepared; a new travel demand model is being used, along with Round 7.1 land use. He mentioned his discussions with Martin Kotsch of USEPA region 3 regarding the status of the 8 hour Ozone SIP. There is a possibility that EPA may not complete their adequacy assessment of the 8-hour Ozone SIP prior to the TPB action on the [conformity assessment, scheduled for the December 19, 2007 Board meeting](#). If such a situation arises, [i.e. that the 8-hour VOC, NOx budgets will not be in effect, and use of the 1-hour budgets will still enable the TPB to demonstrate conformity](#). Daivamani Sivasailam reminded the implementing agencies to provide TERM Tracking Sheet status reports by the middle of October, which will enable DTP staff to complete their update of the TERM Tracking Sheet for the conformity report.

For agenda item # 2, Mr. Clifford distributed the proposed schedule for next year's conformity assessment of the 2008 CLRP and the FY 2009-FY 2014 TIP. The schedule proposes adoption of the plan and the program by July 2008. This would enable the states to draw down federal funds by October 2008 after approval of the conformity assessment by FHWA. Similar to the

current conformity assessment, we may have an issue with the PM 2.5 SIP, i.e. with the mobile budgets not being official at the time of adoption of the conformity assessment by the TPB. Daivamani Sivasailam mentioned that staff is preparing the TERM Analysis and Reporting section of the “Call for Projects” document.

Under agenda item # 3, Jeff King discussed the PM 2.5 SIP activities and schedule. He said no new control measures are needed for the PM 2.5 as the region has demonstrated attainment for the annual standard. Additional reductions will be achieved by the introduction of ultra low-sulfur fuel for on-road and off-road vehicles. The Clean Air Interstate Rule (CAIR) program will also result in emissions reduction from point sources. Contingency requirements will have to be met for PM 2.5 precursors that decrease in 2009 compared to the 2002 inventory, but not for pollutants that increase compared to 2002. The contingency requirements will be estimated by dividing the reduction between 2002 and 2009 by the number of years, which is seven (7). Kanti Srikanth wondered whether we can use contingency measures from the ozone SIP and Jeff replied it is a question for the EPA to answer. DTP staff discussed work underway to estimate mobile source inventories for the PM 2.5 SIP. For base year 2002 staff is developing inventories for VOC, precursor NO_x, SO₂, NH₃, PM 10 and PM 2.5, and for the attainment year 2009 staff will develop inventories for precursor NO_x, SO₂, and PM 2.5.

Under agenda item # 4, Jeff King discussed the Climate Change Steering Group activities. The policy group and the technical subcommittee of the group have reviewed the draft regional greenhouse gas inventories prepared by staff. Ron Kirby went over the mobile portion of the inventory and pointed out the increase in CO₂ emissions over time. He mentioned that if the region were to adopt the California Low Emissions Vehicle standards level II (CAL LEVII) and higher Corporate Average Fuel Economy (CAFÉ) standards the regional will be able to reduce much of the CO₂ growth from mobile sources. The Maryland representative mentioned a group in Maryland that is looking into setting standards for Maryland and is looking at an out year of 2050. Virginia is also looking at statewide goals. Some of the local governments such as the District of Columbia, Arlington County, Fairfax County, and Montgomery County have joined national coalitions and have adopted some voluntary goals. Jeff king discussed two court cases regarding the CAL LEVII program: Vermont, which like Maryland has adopted the program, is being sued by automobile dealers; and California is being sued by automobile manufacturers contending that California does not have the authority to set fuel economy standards since, even though the CAL LEVII program is supposed to reduce CO₂ emissions, the manufacturers feel they are being asked to improve fuel economy.

Under agenda item # 5, Andrew Meese presented the congestion management process (CMP) which is a new requirement under SAFETEA-LU. He discussed two parallel ongoing efforts, one being a stand-alone report, and the second being the CMP component of the CLRP. A flow chart of the processes and the different committees involved in the process were described. There were some suggestions on the flow chart and how the transit component fit in the process. Nick Ramfos discussed how the Commuter Connections program will become involved in the process. Members suggested that staff look investigate the methods air quality staff employed when they solicited strategies for their “gold book” which could be used by CMP staff while soliciting new strategies for the CMP. Bob Owolabi wanted clarifications regarding several elements. In response to a question as to how often the stand-alone report will be prepared, staff indicated most likely every four years in cycle with the CLRP. The subcommittee members agreed that the TMS subcommittee could be involved similar to their involvement with the

TERMs in developing strategies, analyzing them for cost and benefit, and developing a priority list if needed.

The committee decided to hold October 23, 2007 as a possible date for the next meeting and adjourned.