

# TDM EVALUATION GROUP

Meeting Notes  
Tuesday, June 17, 2003

## 1. Introductions

Meeting participants introduced themselves (*see attached attendance sheet*).

## 2. Briefing on Commuter Connections TERMS

Daivamani Sivasailam discussed the Air Quality planning process for the region (*see attached handout*). The region is currently designated as a severe non-attainment area for 1-hour ozone standards. The region must reach attainment for the 1-hour ozone standard by 2005.

A new air quality State Implementation Plan (SIP) will be needed by 2007. The SIP is the air quality plan for the region. It is an inventory of all emission sources. The only source that has a budget is on the mobile side. The SIP also includes Transportation Control Measures (TCMs). TCMs are in the SIP, but TERMS are not included in the SIP.

Next, Mr. Sivasailam discussed the transportation conformity and the role of TERMS. The regional Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) need to satisfy the region's conformity requirements. TERMS are programmed if emission reductions are needed. The Metropolitan Planning Organization (MPO), in this case it's the TPB, must ensure that TERMS are implemented and reductions are achieved. TERMS are tracked and reviewed by the TPB. A TERM tracking sheet is produced by COG/TPB staff each fiscal year. Commuter Connections also tracks the overall effectiveness of its regional TERMS and produces a TERM Analysis Report every three years. Regionally, the effectiveness of each TERM is shown in the conformity analysis report.

Next, Mr. Sivasailam discussed air quality planning in relation to implementing agency responsibilities. Revisions to TERMS need to be reported to the TPB. Status reports are also given to the TPB. If a TERM is changed, a re-evaluation is also needed.

Next, Mr. Sivasailam reviewed the transportation conformity process and whether or not the mobile budgets have been met. He explained that the differences between TCMs and TERMS are in the penalty and substitution process. 2005 is an attainment year for the region. It is also the most critical year for conformity since the heavy-duty rule will improve the mobile emissions in the out-years.

Mr. Sivasailam then discussed how TERMS fit into the conformity process. Flexibility is an option for program implementation but not an excuse for not reaching the goal. The mobile emissions analysis was then summarized to the group and the relationship to conformity was explained. The mitigation package contains all of the new TERMS

adopted last summer by the TPB.

Lastly, the results of all of the Commuter Connections program elements in terms of emission reductions were reviewed. In total, the Commuter Connections programs have exceeded the goals. Collectively, the Commuter Connections program elements account for 40% of the totals for TERM impacts in the region.

Nicholas Ramfos stated that this information and presentation would be forwarded to the Commuter Connections Subcommittee as an information item at the July meeting.

### **3. Discussion of FY04 TDM Evaluation Project**

Mr. Ramfos handed out, reviewed and discussed the final evaluation schedule for the 2005 air quality conformity period (*attached*).

**The next meeting was not scheduled, but participants will be notified in advanced of the next meeting date scheduled.**