TPB Technical Committee
Item #2

MEMORANDUM

Date: November 26, 2003

To: TPB Technical Committee

From: Ronald F. Kirby
Director, Department of
Transportation Planning

Re: Revisions to "Section 9.0 Mobile Source Conformity" in Draft Severe Area SIP

On November 14, 2003 the MWAQC SIP Management Task Force met from 10 am to noon and the MWAQC Technical Advisory Committee (TAC) met from noon to 2:00 pm. At these meetings a November 14, 2003 draft of the Severe Area SIP was discussed. Section 9.0 of the draft SIP entitled "Mobile Source Conformity" includes a section 9.2 "Budget Level for On-Road Mobile Source Emissions," a Section 9.3 "Transportation Control Measures" (TCMs), and a Section 9.4 "Trends in Mobile Emissions." Based on comments received at these meetings on November 14, revisions were made to Section 9.0 for inclusion in a November 24, 2003 draft of the Severe Area SIP which was presented to MWAQC at its meeting on Monday, November 24, 2003. Both the November 14 and November 24 drafts of Section 9.0 are attached to this memorandum.

As discussed at the November 7 meeting of the TPB Technical Committee, a letter from TPB Chairman Peter Shapiro to MWAQC Chairman Phil Mendelson was prepared for and approved by the TPB at its November 19, 2003 meeting. A copy of this letter is attached to this memorandum. The letter was based on a memorandum reviewed by the TPB Technical Committee on November 7, and addressed three topics

(1) Updates to the 2005 Mobile Budgets

(2) TCM Substitution Procedures

(3) Development of Budgets for Transportation Conformity Under the 8-hour Standard

With regard to Item (1), mobile budgets, the November 14 and November 24 drafts of the SIP both include proposed mobile emissions budgets of 97.5 tons/day for

VOC and 234.8 tons/day for NOx. These budget levels are consistent with the levels proposed in the TPB's November 19 letter to MWAQC, except that TPB proposed 234.7 tons per day for the NOx budget. At the November 24 MWAQC meeting COG/DEP staff informed MWAQC that the NOx budget would be revised to 234.7 tons per day in the final SIP.

With regard to Items (2) and (3), the November 14 and November 24 drafts of the SIP are consistent with the TPB's letter in that TCM substitution procedures are not included, and no out-year budgets are proposed.

The November 14 draft of the SIP includes a Section 9.4 "Trends in Mobile Emissions" drafted by COG/DTP staff based on suggestions from members of the TPB Technical Committee. At the November 14 meeting of the MWAQC SIP Management Task Force, a comment was made that this section focused too heavily on the positive contributions to mobile emissions levels (such as transit expansions, Metrochek, and promotion of ridesharing, telecommuting and transit use) and not enough on negative trends such as the continued shift toward heavy sport utility vehicles for personal travel. In response to this comment, a revised version of Section 9.4 was included as a "place-holder" in the November 24 draft SIP document, pending revisions to this section to be prepared in consultation with COG/DTP staff.

At the December 5 TPB Technical Committee meeting, a revised draft version of Section 9.4 addressing the MWAQC comments will be presented for review and comment by the Committee.

Attachment

PLAN TO IMPROVE AIR QUALITY IN THE WASHINGTON, DC-MD-VA REGION

State Implementation Plan (SIP)
"Severe Area SIP"

Demonstrating Rate of Progress for 2002 and 2005;
Revision to 1990 Base Year Emissions; and
Severe Area Attainment Demonstration
for the
WASHINGTON DC-MD-VA
NONATTAINMENT AREA

Prepared by:

Metropolitan Washington Council of Governments

for the
District of Columbia Department of Health

Maryland Department of the Environment
and the
Virginia Department of Environmental Quality

on behalf of the Metropolitan Washington Air Quality Committee

November 14, 2003

9.0 MOBILE SOURCE CONFORMITY

In order to balance growing metropolitan regions and expanding transportation systems with improving air quality, EPA established regulations ensuring that enhancements to existing transportation networks will not impair progress towards air quality goals. Under the Clean Air Act Conformity Regulations, transportation modifications in an ozone or carbon monoxide nonattainment area must not impair progress made in air quality improvements. These regulations, published in EPA's Transportation Conformity rule on November 24, 1993 in the Federal Register and amended in a final rule signed on July 31, 1997, require that transportation modifications "conform" with air quality planning goals established in air quality SIP documents.
To be found in "conformity" with air quality plans before the attainment plan is approved by EPA, the VOC, NOx, and carbon monoxide emissions generated by mobile sources when a transportation plan is implemented must meet certain emission tests:

- When a mobile source emissions budget SIP has been submitted and found adequate, mobile source emissions must not exceed the mobile emissions budget established in the SIP;
- In areas without a mobile source emissions budget, mobile source emissions must be less than mobile source emissions in 1990 and projected emissions with the improvements included in the transportation plan (action scenario) must be less than projected emissions without the improvements (base scenario).

9.1 Mobile Emissions Budget and the Washington Area Transportation Conformity Process

Mobile source emissions in the Constrained Long Range Plan (CLRP) and five-year Transportation Improvement Plan (TIP) cannot exceed the mobile emissions budget. The transportation plans are required to conform to the mobile budget established in the SIP for the short-term TIP years, as well as for the forecast period of the long-range plan, which must be at least twenty years.

In the metropolitan Washington area, modifications to the existing transportation network are advanced through the Transportation Planning Board (TPB) state, regional and local transportation agencies through a TIP. A TIP is updated annually for the metropolitan Washington area and includes transportation modifications and improvements on a six-year program cycle. Pursuant to the conformity regulations, the TIP and long-range transportation plan must contain an analysis of the motor vehicle emissions estimates for the region resulting from the transportation improvements. These analyses must show that the transportation improvements in the TIP and the plan do not result in a deterioration of air quality goals established in the SIP.

9.2 Budget Level for On-Road Mobile Source Emissions

As part of the development of the SIP, MWAQC, in consultation with the Transportation Planning Board (TPB), establishes a mobile source emissions budget. This budget will be the benchmark used to determine if the region's constrained long range transportation plan (CLRP) and six year transportation improvements program (TIP) conform with the Clean Air Act Amendments of 1990. Under EPA regulations the projected mobile source emissions for 2005 becomes the mobile emissions budget for the region unless MWAQC takes actions to set another budget level.

The 2005 mobile emissions inventory reflects the most recent models available, MOBILE6 and the Travel Demand Model Version 2.1, used by COG's Transportation Planning Department, and the most recent data available, namely 2002 vehicle registration data. The methodology used to project the 2005 attainment year mobile inventory and to recalculate mobile inventories for milestone years is discussed in detail in Chapter 3.2.3 and Chapter 4.1.3.

The mobile emissions budget for attainment and the 2005 Rate-of-Progress is based on the projected 2005 mobile source emissions accounting for all the mobile control measures, including Transportation Control Measures and projected regional growth.

The Mobile Emissions Budget for attainment and the 2005 Rate-of-Progress, based upon the projected 2005 mobile source emissions accounting for all the mobile control measures, including the Transportation Control Measures:

VOC = 97.5 tons/day NOx = 234.8 tons/day

The mobile emissions budget for the 2002 Rate-of-Progress is based on the projected 2002 mobile source emissions accounting for all the mobile control measures, including Transportation Control Measures. The mobile emissions budget for the 2002 Rate-of-Progress is 125.2 tons/day VOC and 290.4 tons/day NOx.

9.3 Transportation Control Measures (TCMs)

Each time the Constrained Long Range Transportation Plan (CLRP) or the six-year Transportation Improvement Plan (TIP) is amended, the TPB will estimate the emissions from the regional transportation network and compare the expected emissions against the mobile emissions budget set in this SIP. This determination will take into account the projects included in the region's transportation plans and the TCMs shown in Table A, which amount to 0.3 tpd VOC and 0.7 tpd NOx. Further information on TCMs can be found in Section 7.5 and in Appendix G.

In anticipation of possible mobile emissions mitigation needs associated with TPB plans and programs, the TPB Technical Committee Travel Management Subcommittee has analyzed a wide range of transportation emissions reduction measures (TERM)s. Emission reduction strategies for conformity purposes are identified on an as-needed basis during the development of the TIP and CLRP.

9.4 Trends in Mobile Emissions

The mobile emissions budgets for 2005 for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) reflect a continuation in a historical downward trend in mobile emissions over time. In just the three-year period from 2002 to 2005 for example, mobile emissions for VOC and NOx will decline by 22 percent and 19 percent, respectively. These emissions are expected to continue to decline steadily over the next 20 years, despite continued growth in population, employment and travel in the Washington region.

These steady reductions in mobile emissions are attributable in large part to a series of increasingly stringent federal regulations requiring cleaner vehicles and fuels. Of particular note, the recent enactment of regulations on emissions from heavy duty diesel vehicles and fuels is expected to produce dramatic reductions in NOx emissions as vehicles in the heavy duty diesel fleet are retrofitted or replaced over the next 20 years.

The decline in mobile source emissions is also attributable in part to transportation policies that have resulted in large and continuing investments in mass transit facilities and services. Related efforts to promote transit-oriented development are helping to encourage use of transit rather then private vehicles. The Rosslyn-Ballston corridor in Arlington County, Virginia is a nationally recognized model of long-range planning which has resulted in the location of high-density commercial and residential development within close proximity to Metrorail stations, and accompanying high levels of transit use. Similar success stories can be found in the District of Columbia and suburban Maryland. The current transportation program includes a new Metrorail station and associated transit-oriented development at New York Avenue on the Red Line in the District of Columbia, as well as an extension of the Blue Line from Addison Road to Largo in Prince George's County. Both of these Metrorail improvements will be open and contributing to emissions reductions in the attainment year of 2005.

In addition to continuing investments in major transit facilities, ongoing programs to encourage alternatives to the private automobile have helped keep levels of ridesharing and transit use in the Washington region among the highest in the country. The regional MetroChek Program is making employer-provided transit subsidies available to increasingly large numbers of workers, including federal employees. The rapidly increasing use of Washington Metro's Smartrip cards is permitting the direct provision of MetroChek subsidies for many transit riders at farecard machines, and the expansion of this technology to commuter rail and buses will provide for seamless transfers for transit riders within the next few years.

Substantial ongoing funding commitments to promotion of ridesharing, telecommuting and transit use as well as vehicle replacement and retrofit measures in the region's Transportation

Improvement Program (TIP) are providing additional reductions in emissions which are being reflected in conformity determinations. While not included in the State Implementation Plan, these ongoing commitments are reducing emissions from mobile sources and are an important part of the contribution of the transportation sector to cleaner air.

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"Severe Area SIP"

Demonstrating Rate of Progress for 2002 and 2005;
Revision to 1990 Base Year Emissions; and
Severe Area Attainment Demonstration
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WASHINGTON DC-MD-VA
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Prepared by:

Metropolitan Washington Council of Governments

for the
District of Columbia Department of Health

Maryland Department of the Environment
and the
Virginia Department of Environmental Quality

on behalf of the Metropolitan Washington Air Quality Committee

November 24, 2003

9.0 MOBILE SOURCE CONFORMITY

In order to balance growing metropolitan regions and expanding transportation systems with improving air quality, EPA established regulations ensuring that enhancements to existing transportation networks will not impair progress towards air quality goals. Under the Clean Air Act Conformity Regulations, transportation modifications in an ozone or carbon monoxide nonattainment area must not impair progress made in air quality improvements. These regulations, published in EPA's Transportation Conformity rule on November 24, 1993 in the Federal Register and amended in a final rule signed on July 31, 1997, require that transportation modifications "conform" with air quality planning goals established in air quality SIP documents.
To be found in "conformity" with air quality plans before the attainment plan is approved by EPA, the VOC, NOx, and carbon monoxide emissions generated by mobile sources when a transportation plan is implemented must meet certain emission tests:

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9.1 Mobile Emissions Budget and the Washington Area Transportation Conformity Process

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In the metropolitan Washington area, modifications to the existing transportation network are advanced through the Transportation Planning Board (TPB) state, regional and local transportation agencies through a TIP. A TIP is updated annually for the metropolitan Washington area and includes transportation modifications and improvements on a six-year program cycle. Pursuant to the conformity regulations, the TIP and long-range transportation plan must contain an analysis of the motor vehicle emissions estimates for the region resulting from the transportation improvements. These analyses must show that the transportation improvements in the TIP and the plan do not result in a deterioration of air quality goals established in the SIP.

9.2 Budget Level for On-Road Mobile Source Emissions

As part of the development of the SIP, MWAQC, in consultation with the Transportation Planning Board (TPB), establishes a mobile source emissions budget. This budget will be the benchmark used to determine if the region's constrained long range transportation plan (CLRP) and six year transportation improvements program (TIP) conform with the Clean Air Act Amendments of 1990. Under EPA regulations the projected mobile source emissions for 2005 becomes the mobile emissions budget for the region unless MWAQC takes actions to set another budget level.

The 2005 mobile emissions inventory reflects the most recent models available, MOBILE6 and the Travel Demand Model Version 2.1, used by COG's Transportation Planning Department, and the most recent data available, namely 2002 vehicle registration data. The methodology used to project the 2005 attainment year mobile inventory and to recalculate mobile inventories for milestone years is discussed in detail in Chapter 3.2.3 and Chapter 4.1.3.

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> VOC = 97.4 tons/day NOx = 234.8 tons/day

The mobile emissions budget for the 2002 Rate-of-Progress is based on the projected 2002 mobile source emissions accounting for all the mobile control measures, including Transportation Control Measures. The mobile emissions budget for the 2002 Rate-of-Progress is 125.1 tons/day VOC and 290.3 tons/day NOx.

9.3 Transportation Control Measures (TCMs)

Each time the Constrained Long Range Transportation Plan (CLRP) or the six-year Transportation Improvement Plan (TIP) is amended, the TPB will estimate the emissions from the regional transportation network and compare the expected emissions against the mobile emissions budget set in this SIP. This determination will take into account the projects included in the region's transportation plans and the TCMs shown in Table A, which amount to 0.3 tpd VOC and 0.5 tpd NOx in 2002 and 0.3 tpd VOC and 0.7 tpd NOx in 2005. Further information on TCMs can be found in Section 7.5 and in Appendix G.

In anticipation of possible mobile emissions mitigation needs associated with TPB plans and programs, the TPB Technical Committee Travel Management Subcommittee has analyzed a wide range of transportation emissions reduction measures (TERM)s. Emission reduction strategies for conformity purposes are identified on an as-needed basis during the development of the TIP and CLRP.

9.4 Trends in Mobile Emissions

The mobile emissions budgets for 2005 for Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) reflect a continuation of a downward trend in mobile emissions over time. The National Capital Region Transportation Planning Board (TPB)'s Draft Air Quality Conformity Determination of the 2003 Constrained Long-Range Plan (CLRP) and FY 2004-2009 Transportation Improvement Program (TIP) for the Metropolitan Washington Region contains estimates for regional mobile emissions in the years 2015 and 2030. By 2015, VOC and NOx emissions from mobile sources are expected to drop 50.6% and 66.4% over 2005 levels, respectively. The projections indicate that from 2005-2030, VOC and NOx emissions will drop by 56.6% and 83.1%. These emissions are expected to continue to decline steadily over the next 20 years, despite continued growth in population, employment and travel in the Washington region.

These reductions in mobile emissions are attributable largely to a series of increasingly stringent federal regulations requiring cleaner vehicles and fuels. The recent enactment of Tier II passenger vehicle standards and regulations on emissions from heavy-duty diesel vehicles and fuels are expected to produce dramatic reductions in VOC and NOx emissions.

November 19, 2003

The Honorable Phil Mendelson
Chairman
Metropolitan Washington Air Quality Committee
777 North Capitol Street, NE
Washington, DC 20002-4239

Dear Chairman Mendelson:

The National Capital Region Transportation Planning Board (TPB) has been working closely with the Metropolitan Washington Air Quality Committee (MWAQC) over the past two years in the update of the mobile emissions portion of the State Implementation Plans (SIPs) for the Washington region. The current schedule calls for MWAQC to approve revised SIPs for public comment at its meeting in the morning of December 17, 2003, and for the states to schedule public hearings on the revised SIPs during the period January 19-26, 2004. The states would submit the SIPs to EPA by March 1, 2004. Since the only TPB meeting to be held before the December 17, 2003 MWAQC meeting is the November 19, 2003 meeting, the TPB would like to take advantage of this November 19, 2003 opportunity to provide its comments on the development of the revised SIPs.

The comments provided in this letter are organized under three topic headings:

(1) Updates to the 2005 Mobile Budgets

(2) TCM Substitution Procedures

(3) Development of Budgets for Transportation Conformity Under the 8-hour Standard

(1) Updates to the 2005 Mobile Budgets

SIP revisions containing new Mobile6-based mobile emissions budgets were submitted to EPA by Virginia, Maryland, and the District of Columbia on August 19, September 2, and September 5 of this year respectively. These budgets are 98.1 tons per day for VOC and 237.4 tons per day for NOx. Once EPA determines the adequacy of these budgets, they will be used by the TPB in making a conformity determination for the 2003 CLRP and FY2004-2009 TIP.

In developing the SIP revisions to be submitted to EPA by March 1, MWAQC has the opportunity to update the mobile emissions budgets to reflect the latest planning and network assumptions used in the conformity analysis conducted by TPB staff for the 2003 CLRP and the FY2004-2009 TIP. The use of final Round 6.3 forecasts at the zone level, updated land activity forecasts for the Baltimore region, and updated transportation inputs resulted in lower VOC and NOx emissions estimates for 2005 in the conformity analysis than those developed for the mobile budgets included in the September SIP submittals to EPA: VOC emissions dropped by 0.7 tons per day (from 98.1 to 97.4) and NOx emissions dropped by 2.7 tons per day (from 237.4 to 234.7). These input changes also resulted in lower emissions estimates for 2002, an important rate-of-progress year for the SIPs.

The TPB is pleased to report these lower mobile emissions estimates for 2002 and 2005 to MWAQC, and to support their use in helping to meet the rate-of-progress and attainment requirements in the SIP revisions to be submitted to EPA by March 1, 2004. Inclusion of these reductions in the SIPs would result in reductions to the 2005 mobile budgets: the VOC budget would be reduced from 98.1 to 97.4 tons per day, and the NOx budget would be reduced from 237.4 to 234.7 tons per day.

(2) TCM Substitution Procedures

EPA's conformity rule requires that in order for metropolitan planning organizations (MPO's) like the TPB to make a conformity determination there must be a finding that the CLRP and/or TIP "provides for timely completion or implementation of all Transportation Control Measures (TCMs) in the applicable implementation plan." The conformity rule defines a TCM as "any measure that is specifically identified and committed in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation services by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs."

As a result of this requirement on TCMs, an ineffective TCM included in the SIP could preclude the MPO from making a conformity determination even if all other SIP and conformity requirements are met. Removal of an ineffective TCM from the SIP requires a SIP amendment, which can be a time-consuming and uncertain process. In order to avoid the delays and uncertainties of such a SIP amendment process, many MPOs have adopted policies like those of the TPB under which Transportation Emissions Reduction Measures (TERMs) are "hard-wired" into SIPs as TCMs only if it is absolutely certain that they will be implemented as specified. Commitments to a set of such TCMs were transmitted to MWAQC by the TPB on August 1, 2003 for inclusion in the SIPs currently under development. Taken together, these TCMs

contribute emissions reductions in 2005 of 0.3 tons per day of VOC and 0.7 tons per day of NOx.

TCM substitution procedures have been developed and incorporated into the SIPs for New Mexico, Oregon, and Texas in an effort to provide a more flexible alternative to a full SIP amendment. However, incorporation of these provisions into the state SIPs was controversial and took a considerable amount of time. Further, the procedures require most if not all of the steps involved in a full SIP amendment. TPB staff is unaware of any instances in which these procedures have been used to effect the actual substitution of a TCM.

The issue of TCM substitution has been the subject of much discussion and deliberation over the past year during the drafting of legislation to reauthorize federal surface transportation legislation. In the first draft of its reauthorization bill dated October 24, 2003, the United States Senate addressed the TCM substitution issue in Section 1619 "Reduced Barriers to Air Quality Improvements." This section provides new procedures under which TCMs can be substituted without a SIP amendment or a process like the New Mexico/Oregon/Texas procedure. As long as the MPO, state air pollution agency and the EPA Administrator concur that the substitute TCM achieves equivalent or greater emissions reductions than the TCM to be replaced, and all public comment and consultation procedures are followed, the TCM substitution can proceed.

Given the complexity of TCM substitution procedures in the New Mexico, Oregon, and Texas SIPs, the likelihood of legislative changes in the reauthorization of the federal surface transportation legislation, and the need for MWAQC to approve the current SIP revisions for public comment on December 17, 2003, it is recommended that the development of TCM substitution procedures for inclusion in the SIPs due to EPA on March 1, 2004 not be pursued at this time.

(3) Development of Budgets for Transportation Conformity Under the 8-hour Standard

It has become clear from the conformity analysis for the 2003 CLRP and the 2004-2009 TIP that mobile emissions in the out-years of 2015, 2025, and 2030 will be well below the 2005 mobile emissions budgets currently under adequacy review by EPA. In light of these results, some members of MWAQC have suggested that consideration should be given to the establishment of out-year mobile emissions budgets in the SIPs currently under development. To be found adequate under EPA's conformity rule, the development of such out-year budgets would require the consideration of all emissions sources and a demonstration of and consistency with applicable SIP requirements:

> (4) EPA will not find a motor vehicle emissions budget in a submitted control strategy implementation plan revision or maintenance plan to be adequate for transportation conformity purposes unless the following minimum criteria are satisfied:- - - - -
>
> (iv) The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submissions)).

Rather than attempting to address this complex issue in the current SIP update, under which MWAQC is scheduled to approve SIP revisions for public comment on December 17, 2003, the TPB suggests that MWAQC consider setting out-year budgets in the context of the requirements for transportation conformity under the forthcoming 8-hour ozone standards.

On June 2, 2003 EPA issued its implementation proposals for the 8-hour ozone standards, and on October 22, 2003 EPA issued proposed amendments to the transportation conformity rule to address the new 8-hour standards. Under these proposals, EPA anticipates designating areas for the 8-hour ozone standard in April 2004, with an effective date 30 days later in May 2004. Under statutory requirements, transportation conformity under the new standards will have to be conducted before the end of a one-year grace period (that is, by May 2005) to avoid a conformity lapse. In its June 2, 2003 implementation proposals, EPA proposed to revoke the one-hour ozone standard (in whole or in part) one year after the effective date of the 8-hour designation. Under either of EPA's revocation options, conformity for the one-hour standard would be required during the one-year grace period, but would no longer apply once the one-hour standard is revoked.

COG/DEP staff has advised that the Washington area is expected to be classified as a "moderate" non-attainment area under the 8-hour ozone standard, with an attainment date of 2010 and a SIP due date of 2007. The actual delineation of the non-attainment area is expected to change from that for the one-hour standard, with the addition of some additional jurisdictions (and possibly the removal of one jurisdiction). The TPB would have to make a conformity determination under the conformity requirements associated with the 8-hour standard by May 2005, and after that date all conformity determinations would have to be made in accordance with these 8-hour standards. It is important to note that conformity under the 8-hour standards will have to be demonstrated for the entire 8-hour non-attainment area as designated by EPA – an area that is likely to be different from and somewhat larger than the non-attainment area for the one-hour standard.

Conformity under the 8-hour standard can be conducted using budget tests as under the one-hour standard. In order for such budget tests to be used, however, an 8-hour SIP must be submitted to EPA with budgets that EPA can find adequate. Such an 8-hour SIP must contain emissions inventories for all emissions sources for the entire 8-hour non-attainment area and must demonstrate a significant level of emissions reductions from the current level of emissions (e.g. a specific percentage of emissions reductions from 2002 baseline year emissions). EPA's conformity proposals of October 24, 2003 encourage the preparation of such "early" 8-hour SIPs to provide for the establishment of mobile emissions budgets for use in demonstrating conformity under the 8-hour non-attainment standard.

If conformity has to be demonstrated under the 8-hour standard before adequate or approved 8-hour ozone SIP budgets are in place, EPA is proposing that the 8-hour ozone area be able to select from a menu of options. Assuming the Washington area receives an adequacy determination from EPA on its Mobile6-based budgets for the one-hour standard, the area could choose between

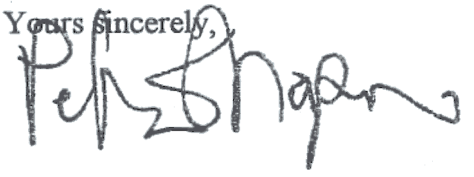
- interim emissions tests (below 2002 baseline, build less than no build, or both) for the entire 8-hour ozone area, or

  the budget test based on the one-hour ozone budgets for the one-hour ozone area, plus the interim emissions tests for the remaining portion of the 8-hour ozone non-attainment area.

Given the complexity of the above options, it is recommended that TPB and MWAQC begin work as soon as possible to develop an early SIP submittal which could permit EPA to make an adequacy finding on new 8-hour ozone mobile budgets for the entire 8-hour non-attainment area. These budgets would be based on emissions estimates from all sources for the expected attainment date for the Washington area of 2010. Such budgets would provide for much easier implementation of transportation conformity than the combination of interim and one-hour budget tests described above, and would have more direct relevance to determining the requirements on all emissions sources for meeting the 8-hour ozone attainment standards for the Washington 8-hour non-attainment area.

The TPB appreciates the opportunity to provide the above comments relating to the SIPs scheduled to be approved for public comment by MWAQC at its December 17, 2003 meeting.

Yours sincerely,



Peter Shapiro
Chairman
National Capital Region
Transportation Planning Board