

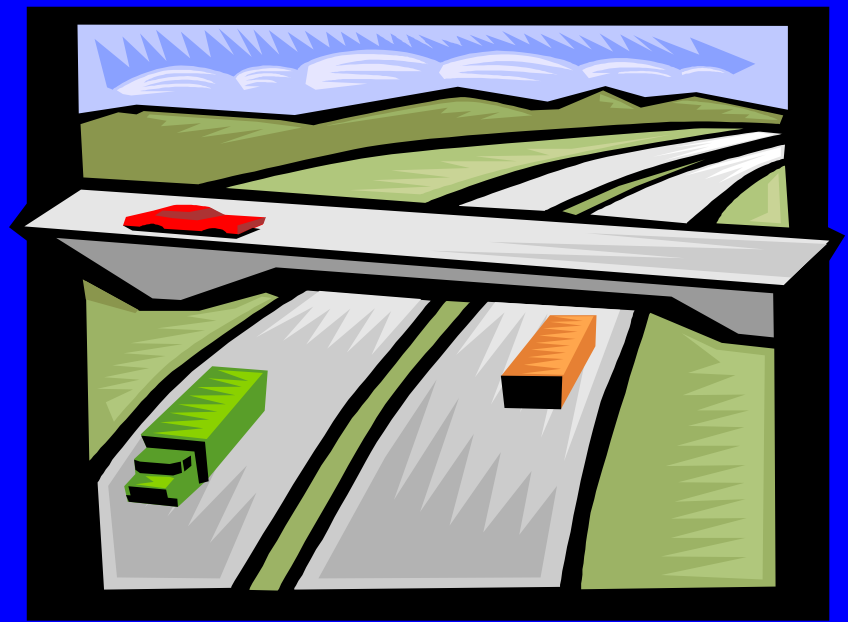
Transportation Conformity- 2002

Washington, D.C.
Metropolitan Region

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March 23, 2002



Problem



- June 2001 conformity analysis of FY2002-2007 TIP:
 - NO_x emissions above NO_x mobile budget
 - VOC emissions below VOC mobile budget
- As of today, no action taken on FY2002-2007

Conformity Analysis

2005 MOBILE Budgets

Net Emissions

Diff

VOC: 101.8 tpd

99.0 tpd
tpd

+2.8

NOX: 161.8 tpd

169.8 tpd

-8 tpd

Transp. Control Measures

- Analysis includes credits from
 - SIP TCMs: VOC 0.20 tpd
 - NOX 0.40 tpd

 - TERMS (Transp. Emiss. Reduction Measures)
 - VOC 2.903 tpd
 - NOX 4.701 tpd

Background

- FY2001-2006 TIP was approved January 2001
- Mobile Budget in SIP (approved 1/01)
 - MOBILE5b and 1996 vehicle registration data
- 2001 TIP conformity analysis used
 - MOBILE5b and 1996 vehicle registration data

2002 TIP Conformity Analysis

2005 MOBILE Budget

- 1996 vehicle registration
- MOBILE5b

Conformity Analysis

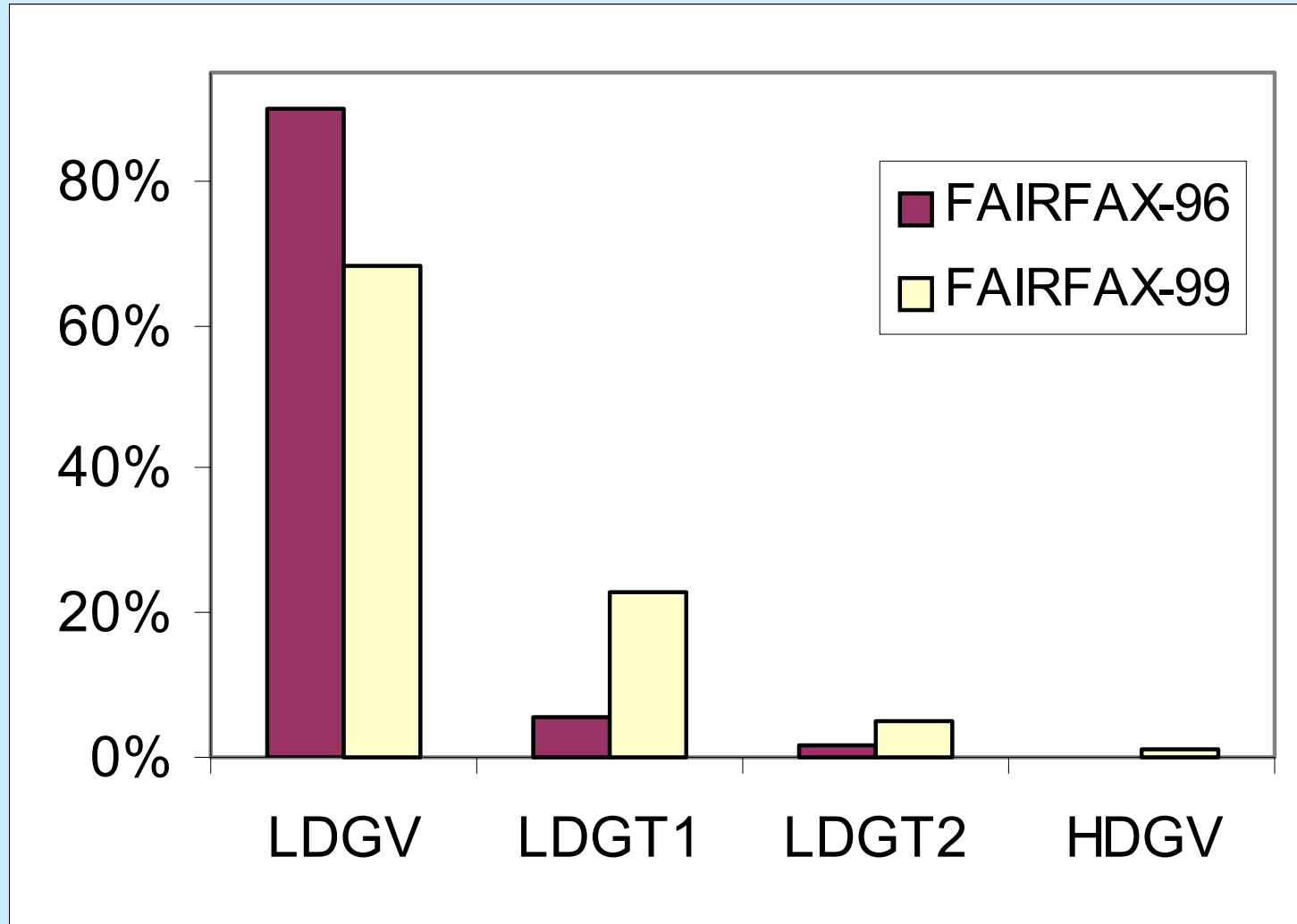
- 1999 vehicle registration
- MOBILE5b

NEW DATA

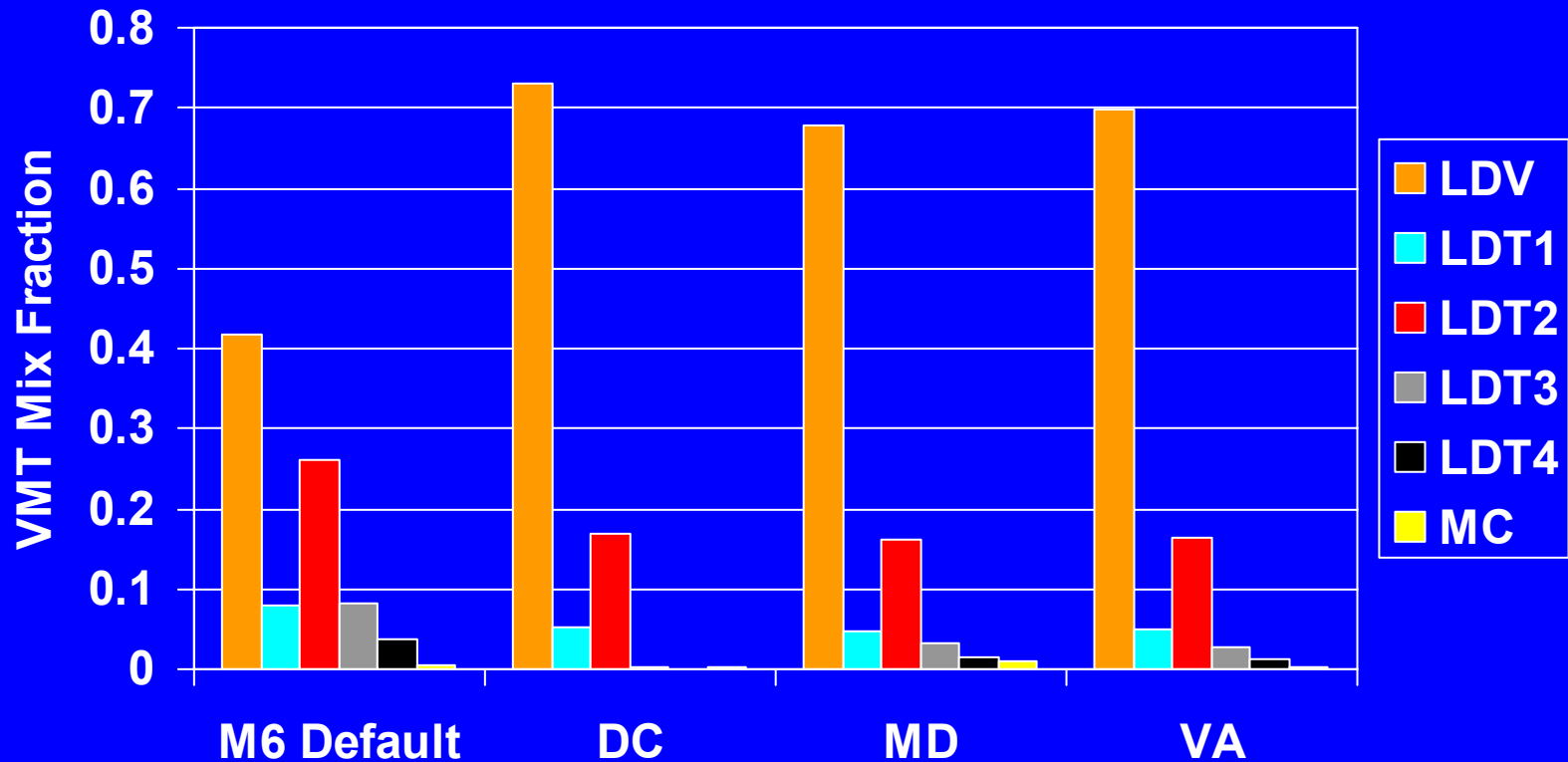
- Increase in emissions due to increase in LDT registration
- Virginia DMV data correction available for 1999 data; not available for 1996 data
- 2005 only milestone year that has conformity problems

Fleet Distribution, 1996 - 1999

Fairfax County, VA

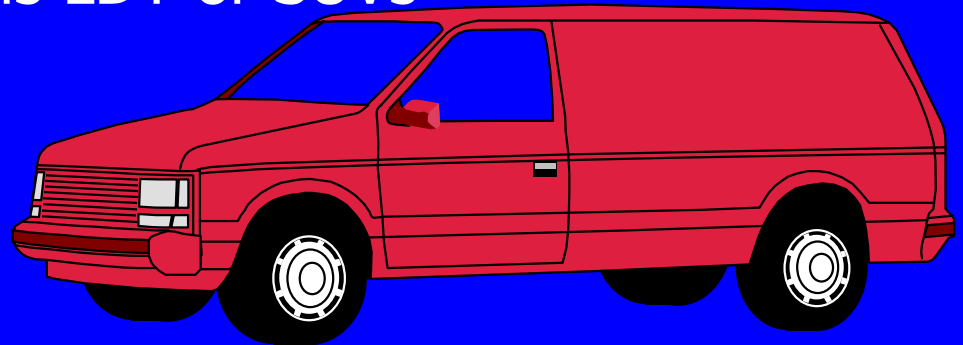


Comparison of VMT Mix Fractions for LD Vehicles and Trucks



Increases due to 1999 Vehicle Registration

- 1999 Registration data shows steady increase in number of light duty trucks in region;
- Virginia had significant increase due to DMV incorrectly classifying LDT as passenger cars.
- Data from I&M programs in Northern Virginia indicate 25% of fleet is LDT or SUVs



Solutions

TERMS & SIP

NO_x Gap Reduced to 3.3 tpd

- NO_x gap of 8 tons per day was reduced to 5.26 tons per day
 - Revising local street VMT mix
 - Revising auto access emissions
- Reduced to 3.304 tpd after applying benefits from new projects (vanpools) and states' transit subsidy programs

Potential Solutions

- New TERMS
 - List of measures to reduce emissions by 3.4 tpd at cost of \$38 million
- Revise SIP
 - NOX trading (point source for mobile source)
 - VOC/NOX substitution in mobile budget
 - Adopt OTC measures
 - Set new mobile budgets using MOBILE6

SIP REVISION

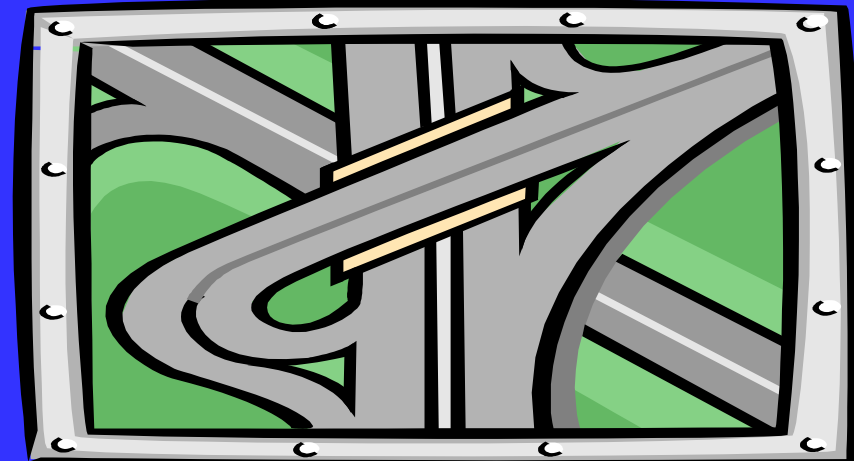
- EPA released new mobile emissions model in January
- Washington region is required to revise the mobile “budget” using new model and latest data
- Revised SIP with new mobile emissions ceiling is due to EPA by January 2003

CONFORMITY AND GROWTH

- TPB cannot add transportation projects which add emissions to the region with offsetting those emissions
- Need for emission reduction measures to offset growth in VMT
 - park and ride facilities, CNG buses, transit projects
 - voluntary measures, such as commuter choice, ride-sharing, teleworking

Conformity Challenges

- VMT growth trend
- Limited ability to add transportation projects which add emissions
- Need for emission reduction measures to offset growth in VMT
 - park and ride facilities, CNG buses, transit projects
 - voluntary measures, such as commuter choice, ride-sharing, teleworking



MPO Options

OPTION 1

- Adopt FY2002-2007 TIP (w/ new projects)
- Adopt TERMS for reduction credit of +3.4 tpd

• OPTION2

- Adopt FY2002-2007 TIP adding only conformity-exempt projects
- Extend TIP to 2004 (one year)

SIP Revision

- September- draft of revised SIP with new mobile emissions budget (MOBILE6)
- Washington,D.C. Region's SIP is due to EPA in January 2003
- EPA issues adequacy determination on new mobile budget in 90 days (April 2003)

What Happens Next?

- Only conformity-exempt projects can be approved in 2002
- New projects may be approved in Transportation Plan after new mobile emissions ceiling is approved in 2003
- Court decision expected this spring which may add new requirements to air quality plan