

## Memorandum

TO: MWAQC TAC

FROM: MWAQC TAC Conformity Subcommittee  
Bill Skrabak, Chair

DATE: October 8, 2004

Subject: Conformity Subcommittee Recommended Comments.

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The TAC Conformity Subcommittee met on October 4, 2004 to consider comments on TPB's *Air Quality Conformity Determination Of The 2004 Constrained Long Range Plan And The FY2005-2010 Transportation Improvement Program For The Washington Metropolitan Region* and transitional 8-hour conformity budget, the work scope, and the 2010 project elements. The minutes of the meeting are attached. Also, attached please find two draft comment letters prepared for your review and recommendation to MWAQC.

- Draft letter with comments on TPB's Air Quality Conformity Determination of the 2004 Constrained Long Range Plan and the FY2005-2010 Transportation Improvement Program for the Washington Metropolitan Region. Public comment period ends October 31, 2004. MWAQC can take action on October 27, 2004. TPB intends to take action on November 17, 2004.
- Draft letter with comments on the Transitional 8-hour Conformity Budget, the Work Scope, and the 2010 Project Elements. Public comment period ends October 20. The MWAQC Executive Committee can take action on October 13, 2004. TPB intends to take action on November 17, 2004.

**TAC Conformity Subcommittee  
October 4, 2004  
Meeting Minutes**

**Present:**

Randy Carroll, Maryland Department of Environment  
Diane Franks, Maryland Department of Environment  
Matthew Jalali, District of Columbia Department of Transportation  
Maurice Keys, District of Columbia Department of Transportation  
Doris McCloud, Virginia Department of Environmental Quality  
Jim Ponticello, Virginia Department of Environmental Quality  
Howard Simons, Maryland Department of Transportation  
Bill Skrabak, City of Alexandria  
Ram Tangirala, District of Columbia Department of Health

**Staff:**

Mike Clifford, COG/DTP  
Jeff King, COG/DEP  
Ron Kirby, COG/DTP  
Sunil Kumar, COG/DEP  
Eulalie Lucas, COG/DTP  
Jane Posey, COG/DTP  
Joan Rohlfs, COG/DEP

**Meeting Summary**

A meeting of the TAC Conformity Subcommittee was held on October 4, 2004. The subcommittee heard a presentation by Mike Clifford of MWCOG's Department of Transportation Planning on TPB's *Air Quality Conformity Determination of the 2004 Constrained Long Range Plan and the FY2005-2010 Transportation Improvement Program for the Washington Metropolitan Region*; and TPB's transitional 8-hour conformity budget, the work scope, and the 2010 project elements.

Mr. Clifford summarized the results of the 1-hour ozone conformity analysis and provided detailed information regarding the analytical methodology. He also discussed the major changes in modeling and inputs that affected the estimated emissions. He noted that the TDM model 2.1C was updated to address comments on inputs and methodology. The model used for this conformity determination is TDM 2.1D.

Mr. Skrabak asked what changes in the Travel Demand Model (TDM) caused the reduction in estimates of Vehicle Miles Traveled (VMT). He also asked about the basis for increased confidence in the accuracy of the results. Mr. Clifford responded that the National Academy of Science Transportation Research Board (TRB) recommended that TPB address the gap between estimated and observed VMT. To address this point,

several updates were made to the model that reduced the gap from 9 percent to around 2 percent. These changes included modifications of the volume-delay function; removal of K factors; updates to Transit Pathbuilding; refinements to the mode choice model; and updates to the highway capacity and free-flow speed inputs.

Mr. Skrabak asked about the K factors. Mr. Clifford described that the K factors refer to the trip distribution model whereby the analysts would account for discrepancies between modeled and actual numbers for particular origin/destination trips. The TRB commented that Version 2.1C had too many K factors.

Ms. Rohlf asked about whether the 1994 Household Survey was the basis for the model and whether it needed to be updated. Mr. Clifford responded yes and noted that even with an update, K factors would still be needed.

Mr. Tangiarala asked if the emissions estimates in the conformity analysis included TERMS. Mr. Kirby responded no. Ms. Rohlf asked about the status of implementation of existing TERMS. Mr. Simons responded that there were currently no plans to change priorities or funding for existing TERMS. Ms. Rohlf asked about whether the TERM tracking sheet included the TERMS adopted to address the 3-ton shortfall. Mr. Kirby responded yes and pointed the members to Appendix K of the full report.

Mr. Tangirala asked about changes to the base year validation. Mr. Kirby responded by noting that the base year validation is affected by analysis of traffic counts. He stressed that due to variability in quality of various traffic count estimates, additional work is needed to refine estimates of observed VMT. Mr. Ponticello followed up by asking about whether the traffic counts are based on the Highway Performance Monitoring System. Mr. Kirby responded yes.

Mr. Tangirala asked about whether the changes in VMT could be a result of increased transit. Mr. Clifford responded by stating that the major cause of the decrease in estimated VMT was the change in the volume-delay function of the TDM.

Mr. Keys suggested that variability in traffic count data may result in differences in methodologies and timing. Mr. King asked about the variability in the observed traffic count data. Mr. Kirby responded that additional work is required to estimate variability in traffic count data.

Mr. Clifford and Mr. Kirby explained the model validation and update cycle. The model validation is updated every 5 years, and the Household Survey is updated every 10 years.

The members discussed preparing the draft letter for review by MWAQC TAC. The discussion then turned to the 8-hour work scope and schedule.

The committee discussed the milestone years. It was agreed that for conformity purposes 2010 is the new analysis year. 2009 is an important year for attainment modeling, but

probably will not be required for conformity. Either 2007/2008 may become analysis years depending on EPA's 8-hour implementation guidance for the next RFP analysis.

It was agreed that model inputs for 2010 would be provided by DTP to the State Air Directors for review and approval.