

ITEM 11 - Information

July 21, 2004

Status Report on the 2004 Constrained Long Range Plan (CLRP) and FY 2005-2010 Transportation Improvement Program (TIP), and on the Associated Air Quality Conformity Analysis and Transportation Emission Reduction Measures (TERMs)

Staff

Recommendation: Receive briefing on the status of the draft 2004 CLRP and FY 2005-2010 TIP documents, and the associated conformity analysis and TERMS.

Issues: None

Background: At the April 21 meeting, the Board approved the project submissions for inclusion in the conformity analysis for the 2004 CLRP and FY 2005-2010 TIP and also approved the scope of work for the air quality conformity analysis; at the June 16 meeting staff briefed the Board on these work activities.

The Board will be briefed on the status of the draft 2004 CLRP and FY 2005-2010 TIP documents and the associated conformity analysis, and on the review of the effectiveness of current and proposed TERMS, including those under the Commuter Connections Program. These documents are scheduled to be released for public comment on September 15, 2004.

*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***MEMORANDUM**

July 14, 2004

To: Transportation Planning Board**From:** Ronald F. Kirby, Director
Department of Transportation**Subject:** Status Report on the 2004 Constrained Long Range Plan (CLRP) and FY2005-2010 Transportation Improvement Program (TIP), and on the Associated Air Quality Conformity Analysis and Transportation Emissions Reduction Measures (TERMs)

Since the TPB's April 21, 2004 approval of project submissions and the scope of work for the air quality conformity analysis of the 2004 CLRP and FY2005-10 TIP, staff has been proceeding with the specified work tasks. This memo provides an overview of the status of key activities.

FY2005-10 Transportation Improvement Program

Following the receipt of TIP inputs from local, regional, state and federal agencies, staff prepared a draft FY2005-10 TIP and presented it to the TPB Technical Committee at its June 4, 2004 meeting. At the July 9, 2004 TPB Technical Committee meeting, staff distributed a draft of the Transit Operating section of the report. This TIP document is currently under review by the implementing agencies.

Air Quality Conformity Analysis

Activities on several parallel work tasks are proceeding as described below.

Transportation Network Coding Activities

Staff has completed and is currently reviewing coding of the highway, transit and HOV networks for 2005 and 2015; work is continuing on coding networks for the required 2025 and 2030 analysis years.

Land Activity Forecasts

Draft Round 6.4 Cooperative Forecasts have been provided to TPB staff. Refined forecasts reflecting the two different ICC alignments are also under development by affected jurisdictions. Analysis of year 2005 is proceeding, and travel demand modeling work on the subsequent years will proceed as soon as land activity forecasts for the 'post-ICC' analysis years (2015 - 2030) are available.

Transit Fare Increases

Fare increases, instituted at several transit properties, have now been incorporated into the transit fare matrices which are applied in modal choice calculations.

Travel Model Refinements (Version 2.1D)

Refinements to TPB's model set continue in process. Staff presented the latest edition (draft #18) of the Version 2.1D travel model to the Travel Forecasting Subcommittee at its May 21, 2004 meeting. This version is being updated to reflect additional developmental work in two areas: the TRB review committee recommendations and the managed lane concept. In the first area, staff reviewed suggestions contained in the second letter report issued by the TRB committee to see if any additional refinements could be made in the short term. Some elements, for example the suggestion that future bus operating speeds be better specified to reflect forecast year congestion, are now being incorporated into the model set. Secondly, in conjunction with MDOT and their consultants, staff is developing an updated toll modeling process to set tolls on the ICC such that a 50 mph traffic operation will be ensured. A new draft model version will be presented to the Travel Forecasting Subcommittee at its July 23, 2004 meeting.

Mobile6.2 Emissions Factor Model

EPA has issued an updated version 6.2 of its emissions factor model. Staff downloaded the model and tested it for use on the project. This work has been completed and the model is being applied on a production basis, which will result in updated mobile source emissions factors for each of the conformity analysis years.

Transportation Emission Reduction Measure (TERM) Analysis

TERM analysis refers to the offline emissions benefit assessment of transportation projects and programs which cannot be analyzed through representation in highway, transit and HOV network analysis. These measures address: (1) projects which have been implemented, i.e., benefits explicitly included in past emissions budget comparisons, (e.g., such TERMS provided 2005 safety margins of 4.0 and 8.3 tons per day for VOC

and NOx, respectively, in the conformity assessment of the 2003 CLRP and FY2004-09 TIP), and (2) potential projects which may be implemented in the future, especially in the mitigation of excess emissions associated with a given forecast year.

1. Implemented Projects - A complete listing of all TERMS used in previous conformity assessments is reflected in a table called the TERM Tracking Sheet. This table lists and arrays descriptive information for each project, including: the TIP or CLRP document in which the project first appeared; implementation status; completion date; emissions reduction estimates by year; and project category. Staff is in the midst of work activity to refine the previously estimated emissions benefits of each project in the table. This need arises due to the fact that each year the input assumptions, travel demand or emissions rates for a measure may change.

The following two examples illustrate the need for revisions of emissions benefit estimation for individual TERM projects:

(1) The removal of a project's offline credit due to its travel impacts being included within the travel demand model 'estimated to observed' relationships. Specifically, as the model's validation year moves forward through time, some projects are eventually reflected in the observed data for the validation year, and inclusion of additional offline benefits would doublecount the reductions.

(2) Recalculation of benefits through refined travel monitoring procedures after implementation. Specifically, in the latest program evaluation of the telecommuting TERM, redefined survey questions narrowing the definition of telecommuting will lower 'observed' rates of telecommuting. (Previous survey questions in some instances resulted in service personnel working away from their normal work site being classified as telecommuters.)

Updated Tracking Sheet results will be presented to the Travel Management Subcommittee at its July 27, 2004 meeting.

2. Potential TERMS - Each year, as part of air quality planning for conformity and for state implementation plan (SIP) work, staff analyzes prospective transportation measures which are advanced for consideration in the event additional reductions are required to demonstrate adherence to conformity budgets or to address SIP needs. This work is in progress, with the next discussion of draft results scheduled for the July 27, 2004 meeting of the Travel Management Subcommittee.

A draft report covering the updated TERM analysis will be available at the September 15 TPB meeting as part of the air quality conformity assessment.

Summary

Work is proceeding on several parallel fronts on the CLRP, TIP and air quality conformity analysis, including TERM evaluation. The technical work activities for the conformity assessment are on track to meet the schedule for a draft report to the TPB on September 15.