

National Capital Region Transportation Planning Board

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November 7, 2006

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) is pleased to transmit to the Metropolitan Washington Air Quality Committee (MWAQC) the attached table of mobile source emissions data prepared for use in the development of the 8-hour ozone state air quality implementation plan (SIP). Building upon the TPB's July 12, 2006 transmittal of mobile source emissions inventory results, this table incorporates estimates of emissions benefits of transportation measure commitments which are in the region's 'severe area 1-hour ozone SIP' to yield draft 2008 and 2009 mobile emissions budgets for volatile organic compounds (VOC) and nitrogen oxide (NOx) emissions.

These data are being formally transmitted by the TPB to MWAQC today because the 2008 and 2009 estimates of 'mobile emissions inventories less SIP-committed measures' represent the basis for establishing new motor vehicle emissions budgets in the SIP. These new emissions budgets will, in turn, be used by the TPB in future air quality conformity determinations. Reviewing the data in the table, the TPB's July 12, 2006 transmittal of the primary emissions inventory data provides the starting point for the forecast emissions levels. Emissions benefits for the transportation control measures (TCM)s and the Vehicle Technology measures in the table reflect estimates prepared by TPB staff as part of the air quality conformity assessment of the 2006 Constrained Long Range Plan (CLRP) and the FY2007 – 12 Transportation Improvement Program (TIP), which was adopted by the TPB on October 18, 2006. Subtraction of the SIP-committed measures from the base inventory levels yields the draft mobile budgets.

According to EPA's conformity regulations the motor vehicle emissions budget represents "... that portion of the total allowable emissions defined in the submitted or approved control strategy implementation plan.....allocated to highway and transit vehicle use and emissions." The regulations state further that EPA will not find a

submitted motor vehicle emissions budget to be adequate for transportation conformity purposes unless "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..." and "... is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision...". The TPB believes that the attached 2008 and 2009 motor vehicle emissions estimates, in conjunction with the emissions benefits from the SIP-committed measures, provide the basis for establishing motor vehicle emissions budgets that will comply with these EPA regulations.

The TPB looks forward to continuing the close technical and policy working relationships with MWAQC as we move forward in meeting remaining requirements for SIP planning.

Sincerely,

A handwritten signature in black ink, appearing to read "MKnapp", with a long horizontal line extending to the right.

Michael Knapp
Chair, National Capital Region
Transportation Planning Board

**Summary Table - Calculation Of
Mobile Source Emissions Budgets For the 8-Hour Ozone SIP**

	2008		2009	
	VOC	NOx	VOC	NOx
	Tons/day			
Mobile Source Inventory	70.98	160.30	66.68	146.53
TCMs	0.11	0.25	0.10	0.22
Vehicle Technology Based Measures	0.08	0.24	0.08	0.23
Net	70.79	159.81	66.50	146.08
 Draft Mobile Source Budgets	 70.8	 159.8	 66.5	 146.1