

National Capital Region Transportation Planning Board

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July 12, 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 set of mobile source emissions inventories prepared for use in the development of the 8-hour ozone state air quality implementation plan (SIP). These inventories were prepared as a joint TPB / MWAQC staff effort, with MWAQC staff preparing the necessary emissions factors and TPB staff preparing the travel demand estimates and computing emissions. The data reflect latest planning assumptions, including 2005 vehicle registration data from the District of Columbia, Maryland and Virginia, which were based for the first time on the use by TPB staff of 'decoder software' applied to the vehicle identification numbers for each vehicle in the regional fleet.

The attached table contains volatile organic compound (VOC) and nitrogen oxide (NO_x) emissions estimates for: base year 2002; 2002 and 2008 'RFP' ('reasonable further progress' estimates, which are prepared by adjusting input assumptions to exclude measures contained in the 1990 Clean Air Act Amendments); and forecasts for 2008 and 2009. TPB staff previously transmitted these results to MWAQC staff as each inventory was constructed for their use in performing calculations for base year analysis, reasonable further progress towards attainment, and assessment of attainment.

These data are being formally transmitted by the TPB to MWAQC today because, in addition to their use in progress and attainment determinations, the 2008 and 2009 estimates 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. 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 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, as we pursue our clean air objectives.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Knapp', with a long horizontal flourish extending to the right.

Michael Knapp
Chair, National Capital Region
Transportation Planning Board

Attachment

Date : July 11, 2006

8-Hour Ozone SIP

Mobile Source Emissions Inventories

(Tons/Day)

	BASE 2002		2002 RFP		2008 RFP		2008		2009	
	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx	VOC	NOx
I Network										
Start	24.77	12.58	35.57	22.33	29.69	21.43	12.83	7.23	11.88	6.64
Running	55.26	229.04	79.94	258.29	74.03	228.49	30.71	135.55	28.62	123.21
Soak	11.26	-----	14.27	-----	15.63	-----	10.07	-----	9.71	-----
II Off-Network										
Diurnal	2.36	-----	3.65	-----	3.31	-----	1.90	-----	1.84	-----
Resting Loss	11.92	-----	15.00	-----	14.43	-----	9.03	-----	8.59	-----
Local Roads	9.33	11.16	15.19	13.04	14.25	12.67	5.11	6.99	4.75	6.38
School Buses	0.41	5.98	0.47	6.23	0.46	6.26	0.40	5.23	0.38	4.97
Transit Buses	0.38	6.43	0.57	6.46	0.45	5.75	0.22	4.42	0.23	4.52
Auto Access	1.23	1.48	1.88	1.90	1.85	2.02	0.72	0.88	0.68	0.80
Total	116.92	266.66	166.55	308.24	154.10	276.63	70.27	160.30	66.68	146.53

Note: RFP input assumptions reflect 'Reasonable Further Progress' requirements to exclude post-1990 Clean Air Act measures.