

**EXECUTIVE TRANSPORTATION AND ENVIRONMENT COUNCIL
MEETING SUMMARY**

DATE: Monday, June 29, 2009

TIME: 11:00 a.m. - 1:00 p.m.

PLACE: Environmental Protection Agency
1595 Wynkoop Street
2nd Floor - Dakota Room
Denver, Colorado

THOSE PRESENT:

Larry Svoboda, Environmental Protection Agency
Robin Coursen, Environmental Protection Agency
Mark Komp, Environmental Protection Agency
Molly Brodin, Environmental Protection Agency
Tim Russ, Environmental Protection Agency
Bryan Cawley, Federal Highway Administration
Edward Woolford, Federal Highway Administration
Stephanie Gibson, Federal Highway Administration
Jeff Houk, Federal Highway Administration
Russell George, Colorado Department of Transportation
Jennifer Finch, Colorado Department of Transportation
Brad Beckham, Colorado Department of Transportation
Sharleen Bakeman, Colorado Department of Transportation
Cheryl Heying, Utah Division of Air Quality
John Njord, Utah Department of Transportation
Jim McMinimee, Utah Department of Transportation
Becky Stromness, Utah Department of Transportation
Julie Lewis, Utah Department of Transportation

ITEM ONE: CHAIR WELCOME

John Njord called the meeting to order and asked the attendees to introduce themselves. He said this group has always met casually and had an open forum discussion.

ITEM TWO: HOST PRESENTATION – EPA REGIONAL HIGHLIGHTS

Larry Svoboda welcomed the group and thanked everyone for joining them at the Environmental Protection Agency (EPA) Office. He said to date, an EPA Regional Administrator has not been appointed. Hopefully, that appointment will be made sometime this summer.

Larry said this is the second time ETEC has met in Denver. He welcomed the Colorado Department of Transportation (CDOT) staff members who were joining the group to provide a presentation on air quality initiatives. EPA works extensively with CDOT on air quality matters.

ITEM THREE: CDOT AIR QUALITY INITIATIVES

Russell George, CDOT Executive Director, provided a background on the working relationship with CDOT and the Transportation Environmental Resource Council (TERC). CDOT also meets quarterly with FHWA to discuss various issues that need to be addressed. The result of this effort is the Planning and Environmental Linkages (PEL) Partnering Agreement signed by 15 agencies. The intent of the agreement is to foster proactive working relationships among the Colorado Department of Transportation, Federal Highway Administration, Federal Transit Administration, Regional Transportation District, other federal and state resource agencies, regional organizations/agencies, and regulatory and land management agencies. Its purpose is to encourage the use of a PEL approach in an effort to meet agency needs while expediting transportation project delivery and to formalize the working relationship among the Transportation Environmental Resource Council (TERC) members.

Brad Beckham distributed copies and provided a background on CDOT's Policy on Air Quality. The policy was approved by their Transportation Commission in May 2009. The goal of the policy directive is to identify a number of proactive measures that will reduce unregulated emissions statewide, thereby reducing the need to negotiate such measures in an ad-hoc manner, in subsequent NEPA documents initiated by CDOT.

Brad discussed the following CDOT commitments: (1) Research the opportunity to implement a pilot project to evaluate a Vehicle Miles Traveled (VMT) fee in Colorado; (2) Research truck routes/restrictions with the goal of limiting truck traffic in proximity to facilities, including schools, with sensitive receptor populations; (3) Continue researching asphalt and concrete durability; (4) Develop air quality educational materials, specific to transportation issues, for citizens, elected officials, and schools (delivery by end of 2009); (5) Offer outreach to communities to integrate land use and transportation decisions to reduce growth in Vehicle Miles Traveled (VMT); (6) Explore Transportation Demand Management (TDM) efforts statewide to better utilize the existing transportation mobility network; (7) Continue to diversify the CDOT fleet (Flex fuel & Hybrids); (8) Explore congestion and/or right-lane only restrictions for motor carriers; (9) Promote truck parking electrification/idle reduction for commercial motor vehicles; (10) Research additional ways to improve freight movement and efficiency statewide; (11) Develop a low-VOC emitting tree landscaping specification; and (12) Coordinate and consult with affected resource agencies. Brad then discussed next steps. CDOT plans to develop an implementation plan.

John asked about programmatic versus project-specific items. Brad said they are looking to the policy directive to assist in this effort. Land use planning issues were discussed as well. Russell said land use planning issues continue to be a challenge. John said many people still want to have a "rural" environment in which to live and be able to step out of their homes and have transit readily available. Those extremes are not always possible.

CDOT discussed their HOV Lanes. Cheryl asked about how CDOT is measuring their reductions. Brad said as they develop their implementation plan, they will develop measures for showing reductions in emissions.

ITEM FOUR: LUNCH SERVED

ITEM FIVE: GREENHOUSE GAS MANDATORY REPORTING RULE

Mark Komp, EPA, gave a presentation on the Proposed Mandatory Greenhouse Gas (GHG) Reporting Rule. He discussed the FY 08 Budget Appropriations. There was \$3,500,000 appropriated for the rule. It was anticipated the draft rule would take 9 months, and the final rule would take 18 months. The public comment period closed on June 9, 2009.

Mark discussed the GHG reported. The transportation industry is mainly interested in the top three gasses (carbon dioxide, methane, and nitrous oxide). Mark reviewed the rulemaking approach, the source categories coverage (sector and reporters), and the thresholds. He presented a graph showing the estimated proposal coverage. Mark discussed the proposed methodologies; i.e., combination of direct measurement and calculations for other sources and EPA reporting system. He discussed frequency, verification, and approach to mobile sources. Mark said the reporting begins with the 2011 model year. EPA is seeking comment on additional data from fleet operators and state and local governments.

Stephanie Gibson asked how the GHG Rule will impact railroad projects. Larry said they do not know how it will impact railroad projects. He believes over time, it will have an impact. The GHG Rule is a disclosure piece to use in projects.

John thanked Mark for his presentation.

NOTE: Mark later provided the following information on three questions that were asked about the Greenhouse Gas Reporting Rule:

1. Bryan Cawley asked what defines a small manufacturer of engines.

ANSWER: EPA, for the purpose of defining small manufacturers of engines, uses the Small Business Administration's size standards to define small business concerns. Title 13 of the Code of Federal Regulations Part 121.201 defines small automobile, aircraft, and locomotive manufacturing businesses as less than or equal to 1,000 employees. Small motorcycle and watercraft manufacturers and all other transportation equipment manufacturing are defined as less than or equal to 500 people.

2. John Njord asked about the amount of methane emissions one can expect from a passenger vehicle.

ANSWER: EPA's Office of Transportation and Air Quality provides, on their Web site, an estimate of the amount of methane emitted from a passenger car over an annual period. The estimate is actually based on the amount of carbon dioxide emitted by a car since estimating methane emissions is difficult. EPA says that roughly 5 percent of the carbon dioxide emitted by a passenger vehicle is methane. That percentage is multiplied into the CO2 estimate to obtain the methane emissions. The annual emission rate is 5.5 equivalent metric tons CO2 for methane per passenger vehicle.

The U.S. Emission Inventory 2005: Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2003 shows the following annual trend in U.S. methane emissions from the nation's mobile sources. Emissions are expressed in TeraGrams CO2 Equivalent - TgCO2equiv.

1990 - 4.8, 1997 - 4.0, 1998 - 3.9, 1999 - 3.6, 2000 - 3.4, 2001 - 3.1, 2002 - 2.9, 2003 - 2.7

Methane emissions from mobile sources have been steadily decreasing since 1990. However, EPA's method for estimating methane from mobile sources needs refinement. The Greenhouse Reporting Rule will help as the major engine manufacturers will be required under the rule to test and certify methane and nitrous oxide emissions beginning with new engines manufactured in 2011 and beyond.

3. Edward Woolford asked for the docket number for the Greenhouse Gas Reporting Rule.

ANSWER: The Greenhouse Gas Rule can be found at www.regulations.gov Docket #EPA-HQ-OAR-2008-0508.

ITEM SIX: OVERVIEW OF NEW EPA MOVES MODEL

Jeff Houk provided an overview of the new EPA Motor Vehicle Emission Simulator (MOVES) Model. He discussed why EPA is developing MOVES and FHWA's role in that process.

Jeff reviewed the MOVES schedule. The Draft MOVES 2009 was released in April 2009. The planned release of the official MOVES 2009 is the end of the year. Jeff discussed the draft that was released in April. This draft will help them work out any issues, provide feedback, etc. The official model that will be released at the end of the year will be the official version for on-road vehicles outside of California. Use will be required for State Implementation Plans (SIPs), Regional Conformity Analysis, Project-Level Conformity Analysis for PM and CO, and NEPA Analysis.

Jeff said there is more flexibility in MOVES. He discussed modal emissions in MOVES.

We can model exactly what a vehicle is doing. It is also rated on second-by-second activity captured in the model. They can model actual traffic activity. Jeff said MOVES uses new data (activity, light-duty vehicles, and heavy-duty vehicles). He discussed new factors that affect emissions in MOVES. We have a lot of new test data on vehicles and know more about emissions than in the past. Newer technology vehicles are staying cleaner longer than the older technology vehicles.

Jeff discussed the following implications of MOVES on NEPA: (1) Energy Analysis; (2) Greenhouse Analysis; (3) Carbon Monoxide Hotspot Modeling; (4) Particulate Matter Hotspot Analysis; (5) Mobile Source Air Toxics Analysis; and (6) General Implementation Issues.

Jeff said if the model is finalized at the end of this year, there will be a two-year grace period. This will not cause problems for current projects, but will require conformity in the future. Jeff said he is providing training courses to agencies on this matter. PM measurements will be quantitative from now on (grace period up to two years). For more information, the EPA MOVES Web site is <http://www.epa.gov/otaq/models/moves/index.htm>. MOVES training materials are located at <http://www.epa.gov/otaq/models/moves/training.htm>.

Larry asked how comfortable Jeff is with MOVES versus MOBILE6.2. Jeff said he is excited about the MOVES process. MOVES modal takes a little longer than MOBILE 6.2. They are working with EPA on these issues. Cheryl said MOVES is very data intensive. Jeff said they will complete MOBILE6.2 projects with MOVES.

ITEM SEVEN: OPEN AGENCY ISSUES

There were no additional open agency issues discussed.

ITEM EIGHT: SCHEDULE NEXT MEETING

Action Item: John asked Julie Lewis to send an E-mail to the ETEC Members with potential dates/hosts for the next ETEC meeting.

ADJOURNED AT 1:10 P.M.