

**Metropolitan Washington Air Quality Committee**  
**Suite 300, 777 North Capitol Street, N.E., Washington, D.C. 20002-4239**  
**(202) 962-3200 Fax (202) 962-3203**

**DRAFT MINUTES OF February 26, 2014 MEETING**

**Attendance:**

**Members and Alternates**

George "Tad" Aburn, Maryland Department of the Environment (MDE) (via phone)  
Monica Backmon, Prince William County Department of Transportation (via phone)  
Tom Ballou, Virginia Department of Environmental Quality (VDEQ) (via phone)  
Hon. Sharon Bulova, Fairfax County (via phone)  
Larry Coffman, Prince George's County Department of Environmental Resources (via phone)  
Lyn Erickson, Maryland Department of Transportation (MDOT)  
Hon. David Grosso, Council Member, District of Columbia  
Andrew Kambour, Chair, ACPAC  
Maurice Keys, District of Columbia Department of Transportation  
Hon. Leta Mach, Council Member, City of Greenbelt  
Doris McLeod, Virginia Department of Environmental Quality (via phone)  
Hon. Phil Mendelson, DC Council  
Hon. Redella "Del" Pepper, Council Member, City of Alexandria  
Nicole Rentz, alternate for DC Councilmember Mary Cheh  
Howard Simons, Maryland Department of Transportation  
Hon. Linda Smyth, Fairfax County (via phone)  
Hon. David Snyder, City of Falls Church  
Kanti Srikanth, Virginia Department of Transportation  
Ram Tangirala, District of Columbia Department of the Environment

**Other Attendees**

Barbara Hardy (via phone)  
Mike Lake (via phone)

**Staff**

Chuck Bean, Executive Director, COG  
Amanda Campbell, COG/DEP  
Maia Davis, COG/DEP  
Jennifer Desimone, COG/DEP  
Stuart Freudberg, Senior Director, COG  
Jeff King, COG/DEP  
Sunil Kumar, COG/DEP  
Jane Posey, COG/DTP  
Isabel Ricker, COG/DEP  
Dan Sonenklar, COG/DTP  
Steve Walz, COG/DEP

## **1. Public Comment Period, Approval of Minutes, Chair's Remarks**

Chair Snyder called the meeting to order at 12:10pm. Chair Snyder presented a plaque to Leta Mach for her long term dedication and service to MWAQC. Chair Snyder also recognized new members and noted that the 2014 member handbooks are on flash drives for the benefit of new members.

Chair Snyder thanked members for their important work to protect air quality. Many strides have been made to improve air quality, but more work needs to be done: ensuring compliance with existing standards, applying expertise to anticipating future changes in standards, and looking for opportunities to improve and to assist local governments.

The minutes from the December 18, 2013 meeting were approved with no changes. The agenda was approved with no changes.

## **2. Committee Reports**

### *Technical Advisory Committee (TAC), Tad Aburn, MDE*

At TAC's last meeting on February 11, 2014, members approved the Base Year 2011 emissions inventory for MWAQC's review and approval. Members were briefed on EPA's proposed greenhouse gas rule for power plants. TAC discussed the proposed Work Program and Budget for FY15. DTP presented a report on the performance analysis of the 2013 Constrained Long Range Transportation Plan. TAC discussed the goals of the Maryland Department of the Environment and the District of Columbia Department of the Environment Special Project.

### *Air and Climate Public Advisory Committee (ACPAC), Andrew Kambour, Chair*

ACPAC met on Monday, February 24<sup>th</sup>. The committee held officer elections—Andrew Kambour was elected chair and Glenna Tinney vice chair. ACPAC has two new members from the District of Columbia and two from Maryland. At their next meeting, ACPAC will be briefed on the Gold Book and expects to comment on how local governments can take advantage of this resource. ACPAC is working with the Climate Energy & Environment Policy Committee (CEEPC) to develop a pilot awards program that will be launched at the March CEEPC meeting.

### *Clean Air Partners, Jennifer Desimone, Acting Managing Director*

Clean Air Partners (CAP) is now scheduling visits to local community events—email Jennifer Desimone at [jdesimone@mwkog.org](mailto:jdesimone@mwkog.org) if you have a local event that CAP could attend. CAP is partnering with COG's Commuter Connections and Telework Baltimore to promote National Telework Week which is next week. CAP's current poster contest deadline is March 14. CAP's High School InfoGraphics Challenge winners and poster contest winners will be recognized at the Annual Celebration on May 14<sup>th</sup> at the National Aquarium.

## **3. 2011 Base Year Ozone Emissions Inventory, Sunil Kumar, COG Environmental Programs**

Mr. Kumar said that the Washington region is classified as Marginal nonattainment for ozone, with an attainment deadline of December 31, 2015. Marginal ozone regions must submit a comprehensive Base Year emissions inventory to EPA by July 20, 2014. The base year analysis chosen is 2011.

Inventoried emissions come from four major source types: point, area, nonroad and onroad. The inventory contains emissions from January to December 2011, and analyzes the average ozone season emissions from May to September. The inventory examined multiple pollutants. Mr. Kumar described the inputs to the model of each type of source, and the results by air pollutant type. Among the largest emission sources are volatile organic compounds (VOCs), particulate matter, and ammonia from area sources; nitrogen oxides and carbon monoxide from onroad sources, and sulfur dioxide emissions from point sources.

Mr. Kumar explained that after the Base Year 2011 Emissions Inventory is approved, states will issue notices for public hearings and hold a public comment period. In May, comments will be addressed. MWAQC and MWAQC-TAC will review the inventory again in May, and State air agencies will approve and submit the inventory to EPA by July.

Mr. Aburn said that the inventory is non-controversial. NO<sub>x</sub> emissions are the most important policy pollutant since NO<sub>x</sub> is linked to ozone and Chesapeake Bay pollution. Onroad and off-road mobile emissions are major sources of NO<sub>x</sub>, while much of the volatile organic compound pollution comes from trees. Fine particle pollution reduction is a great success story. The inventory will help the region focus on the most significant sources to clean the air.

Chair Snyder called for approval of the Base Year 2011 Emissions Inventory. It passed unanimously.

#### **4. Constrained Long Range Plan: 2013 Performance Report and 2014 Conformity Schedule, *Dan Sonenklar, COG Transportation Planning***

COG Transportation staff modeled travel patterns in the area using updated 2010 US Census data and the updated Version 2.3 Travel Model. MOVES 2010a was used for the first time to model air quality conformity estimates.

Population is expected to grow by 24 percent to over 6.5 million by 2040, with outer jurisdictions growing slightly faster than inner jurisdictions.

Employment is expected to grow by 36 percent by 2040. The total number of trips taken is projected to increase 24 percent, but vehicle miles traveled per capita is expected to drop by 1 percent. The number of lane miles of congestion is expected to increase by 71 percent by 2040, particularly in several outer jurisdictions.

Across the region, a higher proportion of trips will continue to be made via transit or non-motorized in the core, and by single driver or carpool in the inner suburbs and outer suburbs. The Metrorail lines entering the core will become congested by 2040 without capacity enhancements. If the Washington Metropolitan Area Transit Authority obtains consistent funding for maintenance and rehabilitation, commuters will be able to make an additional 32,000 transit work trips in 2040.

The number of jobs within a 45 minute automobile commute range is expected to decrease slightly, especially on the eastern side of the region. The number of jobs within a 45 minute transit commute range is forecasted to increase by nearly 25 percent.

All of the main criteria pollutants are projected to decline through 2020 with a small possible uptick between 2030 and 2040. Estimated emissions are well within the approved budget for each pollutant through 2040, due to a variety of measures such as new emissions standards, fleet turnover, and transit investment. The projections do not incorporate new CAFE standards or Tier 3 low sulfur fuel rules. While some small reductions in carbon dioxide in the short term are currently forecasted, emissions are projected to increase after 2030, falling far short of COG's goal of 60% below 2005 levels by 2040. New federal CAFE standards, when implemented, will help towards meeting the goal.

The share of total daily travel by walking and biking is forecast to increase region-wide as more of the region's future growth is projected to occur in Activity Centers.

Jane Posey pointed out that the MWAQC packet contains the CLRP, Transportation Improvement Program, and Conformity schedule for 2014. MWAQC will be briefed again on these products in September. Ms. Posey clarified that the charts regarding criteria pollutants used the 1997 ozone standard according to EPA's requirements.

Mr. Freudberg noted that the 1997 budget was 85 parts per billion (ppb), currently it is 75 ppb, and now there are discussions on reducing the limit to 60 or 70 ppb. The region is meeting current requirements, but it might become harder to meet future requirements.

Mr. Aburn said that by 2025 more actions will be needed to reduce emissions. Mr. Ballou said that the important message is that emissions are being substantially reduced, regardless of future targets. Chair Snyder suggested that it might be helpful to include the information that current and future standards may tighten.

##### **5. Gold Book: A Guide to Local Measures to Address Air Pollution, *Jeff King and Isabel Ricker, COG Environmental Programs***

Mr. King said that local leadership in the region has brought remarkable achievements in the last 50 years since the signing of the Clean Air Act. The region first began issuing daily air quality readings in 1970; in the last decade, Bike To Work Day and the Climate Report were adopted. A variety of local measures were included in the 2008 State Implementation Plan Voluntary Bundle.

Ms. Ricker reported that the revised draft Gold Book, [available here](#), elaborates on state and local actions that improve air quality but are not easily quantifiable. The Gold Book describes existing programs, programs available for expansion, and potential future initiatives. Topics cover a wide range of actions including sustainability plans, renewable energy projects, local air quality programs, and transportation programs. For one example, the region joined the Rooftop Solar Challenge, a current US Department of Energy Sunshot initiative to streamline solar energy implementation by reducing soft costs.

Future challenges and opportunities that the MWAQC Technical Advisory Committee identified in their discussion on the Gold Book include generator use on high electricity demand days, controls on power plants, and mobile and transported pollution sources. Potential focus areas identified include fleet turnover, smart growth, green infrastructure, and smartgrid approaches.

Mr. Simons added that Maryland Department of Transportation and Maryland Department of the Environment are repowering and replacing older diesel engines. Ms. Mach reminded the group that Clean Air Partners provides educational programs throughout the region on air quality and climate change. Chair Snyder said that it is important to focus on bus service and reliability to increase its attractiveness especially in the outer suburbs. Chair Snyder urged following up with local governments on implementing some of the measures. Mr. Aburn said that the Gold Book should link to the number one challenge which is reducing NOx from mobile sources.

Mr. Freudberg said that comments will be received on the draft Gold Book through March, 2014.

#### **6. Regional Transport & the Washington Region's Air Quality, *Sunil Kumar, COG Environmental Programs***

Mr. Kumar noted that the Washington region's 8-hour ozone design value has remained below the 1997 limit, but above the 2008 limit for four of the last five years. The region's ozone levels are affected by local emissions and emissions transported from outside the region. Emissions from Ohio, the southeast area of the District of Columbia, and other cities contribute to transported ozone. On ozone exceedance days in 2007 and 2008, the proportion of emissions from local sources averaged 23 percent, with the remaining 77 percent from a combination of local and transported emissions.

Although local emissions are sufficient some days to cause ozone exceedance, transported pollution makes ozone levels worse. For example, on June 29, 2012, winds originating in Ohio brought pollutants to the area that when combined with local emissions created very poor air quality conditions.

Various federal rules and state and local initiatives guide ozone transport policy. The Ozone Transport Commission also coordinates among Mid-Atlantic and Northeast states to develop control measures for transported ozone. There are outstanding petitions to extend the Ozone Transport Region to include Midwest states.

Mr. Aburn said that this issue is important and suggested holding a panel discussion at a future meeting. Chair Snyder agreed.

#### **7. EPA's Greenhouse Gas Rule for New Power Plants, *Sunil Kumar, COG Environmental Programs***

Mr. Kumar said that EPA proposed a new rule on January 8<sup>th</sup> to reduce carbon dioxide emissions from new power plants. The rule is expected to be finalized by June 1<sup>st</sup>. The rule applies to coal and natural gas plants. Coal plants will have additional costs in limiting their carbon dioxide. States will have until 2016 to submit plans. States will have choices in how to achieve compliance. More details are summarized in the 1-page handout in the MWAQC packet.

#### **8. Looking Ahead: Future Air Quality Issues, *Jennifer Desimone, COG Environmental Programs***

Ms. Desimone described future air quality challenges including:

1. The possible bump up to moderate non-attainment for ozone if the region does not meet the

December 31, 2015 attainment deadline

2. A new, more stringent ozone standard between 60 to 70 parts per billion is likely to be proposed in 2014
3. EPA's proposed greenhouse gas rule on existing power plants requires states to submit plans in 2016
4. Air quality and the Chesapeake Bay – Comments accepted on Bay Watershed Agreement through March 17, 2014

Chair Snyder said that the costs to improving the bay are significant and local governments should not shoulder the burden alone.

## **9. State and Local Air Reports**

### ***Virginia***

No report.

### ***Maryland***

Mr. Aburn said that Maryland is developing legislation regulating power plant emissions and uncontrolled diesel generator emissions. Maryland is also working on electric vehicle requirements.

### ***District of Columbia***

No report.

## **10. Set Date for Next Meeting, Adjourn**

Mr. Freudberg announced the new Director of Environmental Programs, Steve Walz.

The next meeting date is May 21<sup>st</sup>, 2014.