

Metropolitan Washington Air Quality Committee
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DRAFT MINUTES OF February 22, 2012 MEETING

Attendance:

Members and Alternates

George “Tad” Aburn, Maryland Department of the Environment (MDE)
Monica Backmon, Prince William County
Tom Ballou, Virginia Department of Environmental Quality
Ricardo Canizales, Prince William County
Hon. Robert Day, College Park
Hon. Konrad Herling, City of Greenbelt
Hon. Leta Mach, City of Greenbelt
Hon. Phil Mendelson, District of Columbia
Hon. Redella “Del” Pepper, City of Alexandria
Caroline Petti, ACPAC
Hon. Hans Riemer, Montgomery County
Hon. Lynda Smith, Fairfax County
Howard Simons, Maryland Department of Transportation
Kanti Srikanth, Virginia Department of Transportation
Ram Tangirala, District of Columbia Department of the Environment
Didian Tsongwain, Prince George’s County
Hon. Karen Young, City of Frederick

Staff

Amanda Campbell, COG/DEP
Anant Choudhary, COG/DTP
Elena Constantine, COG/DTP
Maia Davis, COG/DEP
Jen Desimone, COG/DEP
Stuart Freudberg, COG/DEP (via conference phone)
Ron Kirby, COG/DTP
Sunil Kumar, COG/DEP
Jane Posey, COG/TPB
Joan Rohlfs, COG/DEP
Clinton Swart, COG/IT

Others

Mike Lake, Fairfax County Department of Transportation
Scott St. Onge, Clean Air Partners
Bill Skrabak, City of Alexandria
Jessica Daniels, District Department of the Environment
Randy Carroll, Maryland Department of the Environment
Jim Ponticello, Virginia Department of Transportation
Bill Orleans, Greenbelt

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

Chair Mendelson welcomed new members Councilmember Hans Riemer, Councilmember Mary Lehman, Councilmember Tim Male, Supervisor Janet Clarke, and Supervisor Pete Candland. Chair Mendelson recognized past chair Del Pepper. She was presented with a plaque for her dedicated service and leadership as MWAQC committee chair for 2011. The minutes from the December 14, 2011 meeting were approved with no changes.

2. Committee Reports

Technical Advisory Committee (TAC)

Thomas Ballou reported on the January 10 and February 16 TAC proceedings. They discussed the PM_{2.5} redesignation and maintenance plan. Draft inventories and draft plan are nearing completion. At issue is the application of a safety margin for future year inventories. The committee also heard updates on ozone designations, new near road monitor locations, the TPB's Conformity Scope of Work, and the Ozone Transport Commission Modeling.

Air and Climate Public Advisory Committee (ACPAC)

Caroline Petti, ACPAC Chair, reported on the February 13th ACPAC meeting. The committee appointed new members and reappointed current members. New members reflect a range of expertise and backgrounds. The committee also provided feedback on the Regional Transportation Priorities Plan goals and performance measures, presented by COG DTP staff.

Clean Air Partners (CAP)

Scott St. Onge presented updates for Clean Air Partners. CAP continues to capitalize on social media as a venue for communicating air quality information to the public. Clean Air Partners completed its first slogan contest with local students. The winning slogan: "Fresh Air is the Start to Living Life Smart," written by a local middle school student, will be the theme of Clean Air Partners' 4th annual poster contest. The poster contest is open to students in grades 4 – 8. Deadline for submissions is March 16, 2012. The Annual Celebration/Meeting will be held the evening of May 8, 2012 at the Baltimore Museum of Industry. The Clean Air Partners Board will hold a Visioning Meeting on January 24, 2012.

3. PM_{2.5} Redesignation and Maintenance plan: Overview

Joan Rohlf and Sunil Kumar, COG/DEP, presented the status of the PM_{2.5} redesignation request and maintenance plan. Joan Rohlf explained that since nitrogen oxides are precursors to ozone and PM_{2.5}, their reduction is critical to achieving air quality standards. The region's plan to reduce ozone includes measures addressing point source, area source, non-road and on-road sources. The region is designated as marginal non-attainment for the 1997 ozone standard. In 2009 EPA issued a "Clean Data Determination." Now the states are officially requesting redesignation to attainment status for PM_{2.5} and submitting a plan to maintain low levels of PM_{2.5}. The plan ("Maintenance Plan") is a State Implementation Plan and must be approved by EPA.

Sunil Kumar clarified that the Redesignation Request and Maintenance Plan is required to contain emissions inventories that reflect continued future emissions reductions, a mobile emissions

ceiling for transportation conformity, and contingency measures if the standards are exceeded. Emissions for NO_x, SO₂, and PM_{2.5} have been decreasing in recent years, and are projected to continue to decline.

The list of contingency measures and mobile budgets for PM_{2.5}-Primary and NO_x need to be finalized. The draft plan is scheduled to be approved by May, 2012. In 2013, the EPA may choose to establish new, tougher ozone and fine particle standards.

4. PM_{2.5} Redesignation and Maintenance Plan: Mobile Emissions Inventories

Elena Constantine, COG/DTP, explained that states are requesting redesignation to attainment status, with a Maintenance Plan showing compliance for all sources of emissions (Point, Area, Non-Road, On-Road) for the milestone years 2002, 2007, 2017, 2025. Emissions projections for the 2040 Constrained Long Range Transportation Plan (CLRP) were also calculated to gauge future attainment status. Emissions are projected using TPB travel demand forecasting model, 2011 CLRP, and the new MOVES (2010a) emissions model.

Mobile source emissions inventories and model projections for PM_{2.5} and Precursor NO_x reveal a declining trend between milestone intervals except 2040, which exhibits a slight emissions uptick. Nevertheless, models project 2025 emissions to be substantially lower than in 2002, indicating improving air quality. Between 2025 and 2040, on-road precursor NO_x emissions inventories are projected to decline in suburban Maryland, and increase in Northern Virginia, and the region's overall emissions are projected to increase 2% over the period. There is concern that an increase in emissions would jeopardize conformity status. Motor vehicle emissions inventories for 2017 and 2025 contain considerable uncertainty in average vehicle fleet age, growth and development, and possible changes in the MOVES model.

Transportation conformity regulations allow MPO's to set an emissions budget higher than the projected inventory levels, referred to as a 'safety margin', if there are compelling reasons, and if overall maintenance requirements are met. A 10% or 15% safety margin added to 2017 and 2025 Mobile Emissions Inventories would ensure a continued declining trend.

The Committee Members discussed the issues involved with setting a mobile budget safety margin above projected emissions. Tad Aburn recommended lowering the future emissions limit to anticipate impending tightening of standard, and to reduce the effects of mobile emissions on climate change and Chesapeake Bay pollution. Other members preferred to focus on meeting the current standards as written with an obtainable budget that contains the flexibility to accommodate future uncertainties.

5. EPA Update: Ozone Standard (NAAQS), MAT, CSAPR

Jeff King, COG/DEP reported that the Mercury and Air Toxics (MAT) rule on coal- and oil-burning power plants was finalized in December 2011, and is expected to have a dramatic impact on health. Power plants will have 3 to 4 years to comply with the rule.

EPA's 5-year NAAQS Review Process is expected to result in a lower annual PM_{2.5} standard, with a decision possible by July 2012.

The proposed ozone implementation rule would require that areas classified as ‘Marginal,’ such as the Washington, DC/MD/VA Region, meet the National Ambient Air Quality Standards by 2015. The change would require an Emissions Inventory but not a SIP. EPA expects marginal areas to attain the standards by 2015.

The Cross-State Air Pollution Rule (CSAPR) would replace the Clean Air Interstate Rule, but the US Court of Appeals issued a stay on the rule pending judicial review. To track developments, see <http://www.epa.gov/crossstaterule/bulletins.html>.

6. MWAQC Work Program and Budget FY 2013

Joan Rohlf, COG/DEP explained that in the proposed FY 2013 Budget, overall funding for MWAQC has remained the same since FY2008, at a total of \$473,616. The budget covers SIP development and emissions inventories, MWAQC meetings, public participation and outreach. The work program involves coordination with state and local governments. Regional measures funded by COG local member dues support projects such as greenhouse gas inventories and voluntary energy efficiency measures. The total work program and budget for FY 2013 which includes the MWAQC budget and additional funding for regional measures is \$583,434.

MWAQC members unanimously approved the FY 2013 Work Program and Budget.

7. State and Local Air Reports

Virginia: No updates to report.

District of Columbia: The Regional Haze SIP has been approved by EPA.

Maryland: The state greenhouse gas reduction law calls for 25% reduction in greenhouse gases by 2020. A recent report found that the plan will create 36,000 jobs and \$2 billion in wages, resulting in \$6 billion in total economic output. There is also a regulatory program in front of the State Advisory Council that would set long term transportation planning goals for greenhouse gas emissions reduction.

Chair Mendelson asked Tad Aburn to share the latest Maryland greenhouse gas reduction goals with the committee.

Set Date for Next Meeting, Adjourn:

The next meeting date will be March 28, 2012. The meeting was adjourned at 1:38 pm.