

Metropolitan Washington Air Quality Committee
Suite 300, 777 North Capitol Street, N.E., Washington, D.C. 20002-4239
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DRAFT MINUTES OF December 13, 2006 MEETING

Attendance:

Members and Alternates

Tom Ballou, Virginia Department of Environmental Quality
Jill Engel-Cox, JCET/AQPAC
Hon. Paul Ferguson, Arlington County
Hon. Nancy Floreen, Montgomery County
Diane Franks, Maryland Department of the Environment
Kellie Gaver, Maryland Department of Transportation
Hon. Leta Mach, Greenbelt City Council
Hon. Phil Mendelson, District of Columbia City Council, MWAQC Chair
Mark Rawlings, District of Columbia Department of Transportation
Howard Simons, Maryland Department of Transportation
Hon. Dave Snyder, City of Falls Church
JoAnne Sorenson, Virginia Department of Transportation
Stanley Tracey, District of Columbia Department of Environment

Others Present:

Randy Carroll, Maryland Department of the Environment
Rodney Livingston, AQPAC
Doris McLeod, Virginia Department of Environmental Quality
Bob Olawabi, Fairfax County Department of Transportation
Pam Parker, Montgomery County Department of the Environment
Mark Rawlings, District Department of Transportation
Kanti Srikanth, Virginia Department of Transportation
Ram Tangirala, District Department of the Environment
Deirdre Elvis-Peterson, District Department of the Environment
Harriet West, Clean Air Partners
Carl Winstead, Fairfax County Department of Transportation

Staff:

Joan Rohlfs, COG/DEP	Jeff King, COG/DEP
Mike Clifford, COG/DTP	Sunil Kumar, COG/DEP
Stuart Freudberg, COG/DEP	

1. Call to Order, Public Comment Period, Approval of Minutes, Announcements

Chair Mendelson called the meeting to order at 10:12 a.m. During the public comment period, Rodney Livingston said that an annual report on air quality should cover all issues, and should include a list of deficiencies. He said that it doesn't make sense to have everyone commuting on the roads at the same time and that poor light synchronization contributes to traffic congestion. He also said that there are insufficient efforts to conserve energy and provided an example of poor energy management associated with open air coolers at grocery store. He recommended that the region consider expanded use of 12-volt energy systems to reduce energy demand.

Mr. Mendelson called for a motion to approve the draft minutes of the October 25, 2006 meeting. A motion was made and seconded. The minutes were approved unanimously.

Mr. Mendelson made several announcements. He congratulated Diane Franks on promotion to Air Programs Manager at Maryland Department of the Environment (MDE). He congratulated Jeff King on the birth of his daughter. He said the states in the Interstate Air Quality Commission (IAQC) will be rotating chairmanships of the IAQC, the TAC, and the Conformity Subcommittee next year. The District Dept. of the Environment will chair the Technical Advisory Committee; VDEQ will chair the Attainment Subcommittee and the IAQC; Maryland will chair the Conformity Subcommittee. He said that this will be his last meeting as Chair and hopes to see more District involvement on MWAQC in the future.

2. Committee Reports

A. Report of the Technical Advisory Committee

Mr. Ballou reported on the activities of the TAC. He referred members to the one page summary of relevant policy issues and said that several of the items are on the agenda today for discussion. Members are working to develop a contingency plan which needs to be included in the SIP. Attainment modeling efforts are on-going and final results should be available in February. Staff are working to prepare the draft SIP.

B. Report of the Air Quality Public Advisory Committee

Ms. Engel-Cox, Chair of the Air Quality Public Advisory Committee (AQPAC), reported on a recent meeting. She said that new officers were elected. Jill Engel-Cox will serve as Chair. Jessica Butts will be the new Secretary. She referred members to an item in the package; a letter based on the outcome of the Air Quality Town Hall meeting. The letter urges MWAQC to do more than the minimum required, and asks that the plan offer a vision for improving air quality and make NOx control a high priority. AQPAC also recommends an aggressive telecommuting program.

C. Report of the Clean Air Partners

Harriet West, managing Director of Clean Air Partners, reported. The air quality curriculum committee completed its review of six modules. A pilot will start in February. There are two parallel voluntary business emission reduction initiatives. Clean Air Partners is working with Montgomery County on a rebate program for swapping out auto parts washers. Clean Air Partners is also working on the voluntary printer initiative in Northern Virginia. Ms. West said that a marketing consultant has been hired to work on the 10-year anniversary campaign. She said

that the next meeting of the Clean Air Partners board will be held at the Baltimore Metropolitan Council.

D. Report of the Interstate Air Quality Council (IAQC)

Mr. Aburn, Maryland Department of the Environment, reported on the IAQC. He said the IAQC met in early December. Progress has continued on developing several new regional measures, such as CAIR plus, a high electricity demand day initiative, and measures to reduce local and transported pollution. He announced that Kendl Philbrick served as chair of his last meeting, and he expressed strong support and appreciation for the on-going efforts of IAQC and MWAQC.

3. Attainment Modeling Results/SIP Schedule

Mr. Ballou reported on attainment modeling. He provided an overview of the steps involved in attainment modeling. Base year modeling for 2002 is adjusted to account for growth in emissions to establish a 2009 future scenario. Attainment strategies can then be tested to determine which set of controls may enable the region to demonstrate attainment in 2009. Virginia DEQ is handling the 2009 controlled scenarios. Last August staff began updating the modeling to account for a new EPA CMAQ model and to reflect revised regional inventories. Virginia DEQ found that the revised 2009 model output required investigation to resolve unexpected results. Staff identified an error in processing of mobile emission inventories for areas outside the DC region. They reran the model with the corrected inventories. New results indicate that three monitors in the DC region have predicted Design Values above 85 ppb, but the results are within the weight-of-evidence range. Virginia DEQ will complete one additional modeling run to reflect any final changes in emission inventories or control strategies. The results of the final run should be available by March.

Ms. Rohlf provided an updated SIP schedule that was revised to accommodate delays in attainment modeling. Under the new schedule, in March MWAQC will approve the draft, public hearings will be held in April, and MWAQC will approve the final SIP in May.

Mr. Mendelson asked how long it takes to complete an attainment modeling run. Mr. Ballou said 3-4 weeks. Ms. Engel-Cox asked what types of quality assurance is performed. Mr. Ballou said it is a very complex task given the large amount of data. It took 1.5 months to complete the recent investigation that uncovered the error in processing mobile emissions. He said that ASIP, OTC, and DEQ are now generating consistent results, which provides a higher comfort level and validates the results for the DC region.

Mr. Aburn said the recent modeling error provides the region with a sensitivity run that shows that if upwind areas do not provide their anticipated reductions there could be a 3 ppb ozone impact, which could interfere with attainment.

4. Letter to Ozone Transport Commission (OTC)

Mr. Mendelson asked that approval of a draft MWAQC letter to OTC be handled as unanimous consent. Mr. Ballou said that the modeling results for the DC region will approximate the current slate of OTC controls. It may not be possible to incorporate any new OTC measures into the DC region modeling given the schedule. Any revised OTC results generated after the OTC March meeting may need to be handled as a supplemental analysis. Mr. Aburn said that the OTC is modeling a broad region, and that any new measures may be intended to assist Philadelphia and New York attain the ozone NAAQS. The Washington and Baltimore regions may not need any new measures to demonstrate attainment, so the SIP can probably be finalized without any new OTC measures. In response to a question from Ms. Floreen, Mr. Mendelson said that the reason the letter is important is because MWAQC may want to include new measures in the SIP that might be announced by the OTC. He recommended that the letter be revised to request that the OTC make its recommendations on new measures in early February. A motion was made and seconded. The letter was approved unanimously.

5. Mobile Budget Revisions-Use of Transportation Control Measures

Mr. Clifford introduced a letter from TPB Chair Michael Knapp that transmits information about transportation control measures (TCMs) in the SIP and associated impact on the mobile budgets. He said MWAQC staff requested information on the benefits of TCMs for 2008 and 2009. When TPB staff developed the required information, it was determined that the TCMs included in the 1-hour ozone SIP need to be broken out into different categories based on federal regulations. The letter from TPB formally transmits the 2008 and 2009 emission benefits for TCMs, as well as the new vehicle-, fuel-, or maintenance-based measure category. The 2008 and 2009 mobile budgets in the transmittal reflect the emission benefits of these categories.

6. CAL LEV Briefing

Mr. King provided a briefing on the California Low Emission Vehicle regulations, otherwise known as CAL LEV II. The Clean Air Act provides authority for California to adopt more stringent motor vehicle emission standards than those issued by the federal government. It also provides authority for states to opt into California program. The CAL LEV II program contains requirements that are more stringent than the current EPA Tier 2 standards. Manufacturers must be given a 2-year lead time before the standards go into effect. The standards lead to reductions in NO_x, hydrocarbons, toxics, CO, and PM. The 2004 amendments also lead to reductions in carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (air conditioner refrigerants). The standards cover light duty vehicles, SUVs, and pickup trucks up to 8,500 pounds Gross Vehicle Weight (GVW). There is a Super Low-emission Vehicle Category and a Zero Emission Vehicle (ZEV) mandate. CAL LEV II will provide no reductions in ozone precursors by 2009. Based on estimates from NESCAUM, under CAL LEV II, VOC and NO_x emission rates will be reduced by 4-8 percent by 2018.

In response to a question from Mr. Mendelson, Mr. Tracey said that the DC position on CAL LEV is supportive. Mr. Aburn said that CAL LEV legislation is active in Maryland and could be handled as either a regulation or through legislation. Rulemaking efforts were opposed by the Executive branch in 2004 and 2005. Ms. Floreen asked for information on rulemakings and public hearings in Maryland. Ms. Floreen asked if there are any similar CAL LEV initiatives in Virginia. Mr. Ballou said he is not aware of any formal proposals. Mr. Aburn said that the OTC supports CAL LEV across a broader region. He said that Delaware and North Carolina are

moving to adopt. He also referred to litigation challenging the CO₂ component of the standards. Ms. Floreen asked that information on the OTC position be circulated to members.

Mr. Snyder asked if there is a role for MWAQC on this issue, considering the impact on NO_x and VOC emissions. Ms. Rohlfs said that under the current by-laws, MWAQC does not have authority to act on policy matters related to greenhouse gases.

7. Proposed: Teleworking on Air Quality Action Days

Mr. Aburn proposed a new episodic program involving increased teleworking on Air Quality Action Days. The program would build upon previous success stories, and would be initiated in 2007, with enhancements through 2009. He said that Clean Air Partners and Commuter Connections could coordinate the program. Maryland has evaluated the potential impact on air quality and found that an aggressive program involving telecommuting rates of up to 40 percent generate modeled reductions in ozone of 2-4 ppb.

Mr. Mendelson said that the program is worth considering. Mr. Aburn said that the program could be included in the SIP as weight-of-evidence. In response to a question from Ms. Pepper, Mr. Freudberg said that the current telecommuting rate is 11-12 percent one day a week. The COG goal is 20 percent. He said that if MWAQC wants to pursue, the COG Board and TPB should be briefed. Mr. Mendelson asked that the issue be placed in the respective board dockets. Ms. Engel-Cox asked for more information on how the program would work.

8. Nomination and Election of Officers for 2007

Ms. Mach said that the nominating committee was comprised of Mr. Mendelson, Ms. Smyth, and Ms. Mach. The committee met by conference call and agreed on the following slate of officers for 2007. The proposed Chair is Nancy Floreen. Vice Chairs would include Dave Snyder, Leta Mach, and Phil Mendelson. Mr. Mendelson asked if there were any other nominations. Hearing none, a motion was made and seconded. The slate of officers was approved unanimously. The term for the new officers starts January 1.

9. State Air Agencies' Reports

Mr. Ballou reported for Virginia. Last week the Air Pollution Control Board approved the Virginia CAIR regulation. Now the regulation is going through Executive review, then it will be sent to EPA. There are about 3-8 weeks of the process left. In response to a question from Mr. Mendelson, Mr. Ballou said that the regulation does affect Mirant's Potomac River Power Plant.

Mr. Aburn reported for Maryland. He said that the OTC VOC rules were approved in Maryland. The Healthy Air Act will be implemented through emergency regulations. MDE will also hold a stakeholder meeting on the regulatory process for the Regional Greenhouse Gas Initiative (RGGI).

Mr. Tracey reported for the District. The District Department of Environment is working to finalize the DC CAIR regulations. Another area of priority is the OTC VOC regulations. There may be a public comment period for each initiative in January.

10. Other Business

Mr. Snyder said that a comment made during the public comment period needs to be considered. The issue of traffic signal synchronization should be brought before the TPB to determine what more can and should be done to improve synchronization in the region. He also asked that the RGGI be added to the agenda for a future meeting to get more information on the status of the RGGI process in Maryland. Because CAL LEV does address VOC and NOx, he asked that this initiative continue to be advanced.

Ms. Floreen expressed her appreciation for Mr. Mendelson's work on MWAQC during 2006.

11. Date for Next Meeting and Adjourn

The next meeting will take place on January 24. The meeting was adjourned at 11:30 pm.