



Department of the Environment

Air Quality and Transportation Planning in the Washington DC Area

Finding a Win-Win Solution



MWAQC Meeting, March 28, 2012
Tad Aburn - Air Director, MDE



- The main issues are:
 - Use of mobile budget safety margins
 - Integration and timing of the fine particle and ozone planning processes
- Maryland, Virginia and the District of Columbia air quality and transportation planning staff are working together to resolve the issue raised by the TPB letter
 - Anxious to work with MWAQC and TPB staff and any interested elected officials
- There is plenty of time to work out a solution

**Much Thanks
to the
VADEQ and
the DDOE in
Helping to
Prepare This
Briefing**

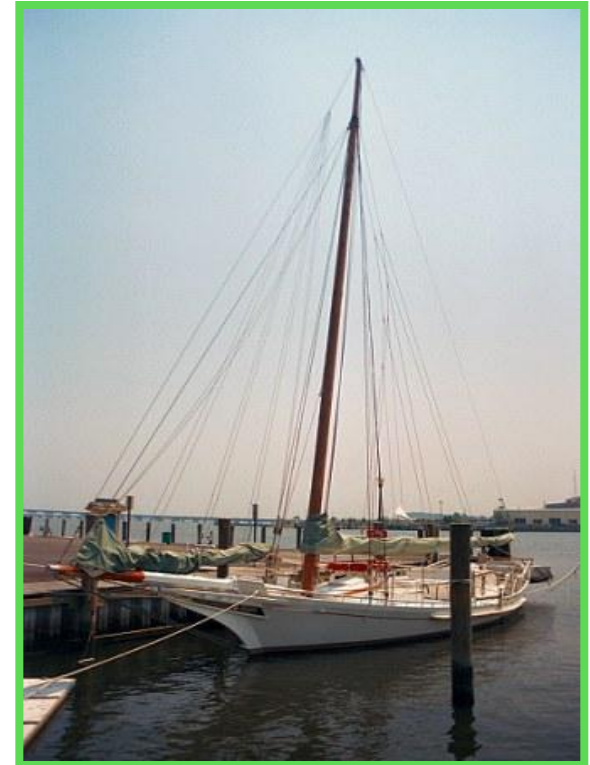
Our Guarantee

- No one will be moving ahead to finalize the Maintenance Plan until the transportation issues are fully resolved



CAA Planning for “Crossover” Pollutants

- NO_x is a major contributor to both PM_{2.5} and Ozone
- MDE/DDOE: Want to make sure that PM_{2.5} Maintenance Plan does not make solving the regions ozone problem even harder
- Ozone still an issue for Baltimore and Washington
 - 7 Million residents with exposure to unhealthy ozone levels
- Deeper NO_x reductions are needed for the region to meet the new 75 ppb ozone standard
 - Increasing NO_x emissions will make the region’s ozone problem worse
 - MDE/DDOE believe that the safety margin concept would increase mobile NO_x emissions, having a negative impact on ozone air quality and public health



CAA Planning Approach

- VDEQ: PM2.5 and ozone planning are separate timelines under the CAA
- Ozone still an issue for Baltimore and Washington
 - Amount of reductions needed not yet known
 - Cost effectiveness of controls still being developed
 - Work is ongoing and will be completed by the CAA timeline
- Margins of safety are a common air quality practice in other parts of the country
 - Protect the conformity process from unnecessary lapses due to model updates, input updates, etc.
 - VDEQ does not believe safety margins spur emissions growth



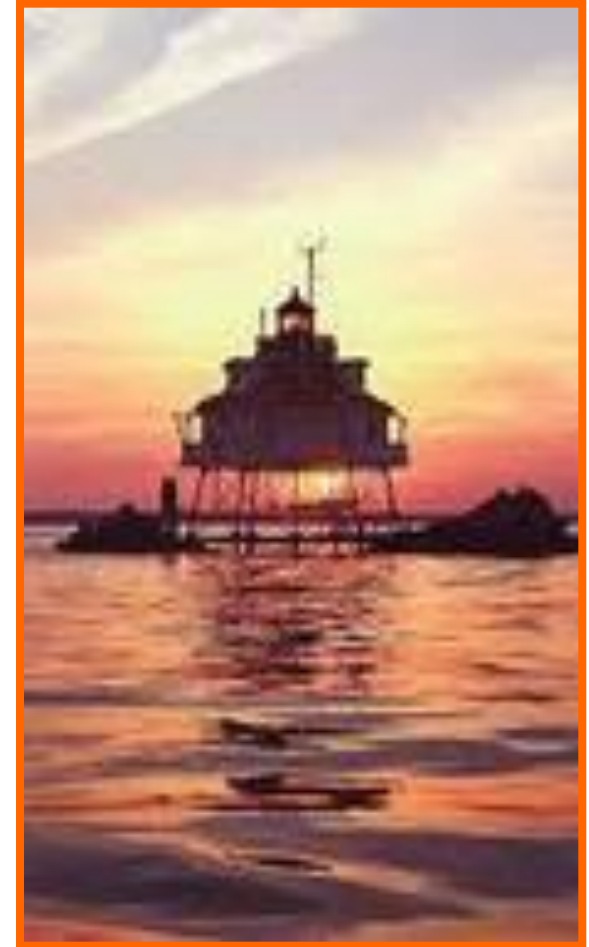
Protecting Transportation Planning

- TPB and DOTs are worried that there may be problems in the 2014/2015 time frame if out-year conformity budgets in the Maintenance Plan being discussed at MWAQC are not adjusted
- Major projects in each jurisdiction may be at risk. Examples include:
 - The Metrorail extension to Dulles Airport in Virginia
 - The “Purple Line” in Maryland
 - The District’s Street Car Initiative
- Significant federal transportation dollars may be at risk
 - \$100s of Millions in federal funding at risk



Protecting Public Health

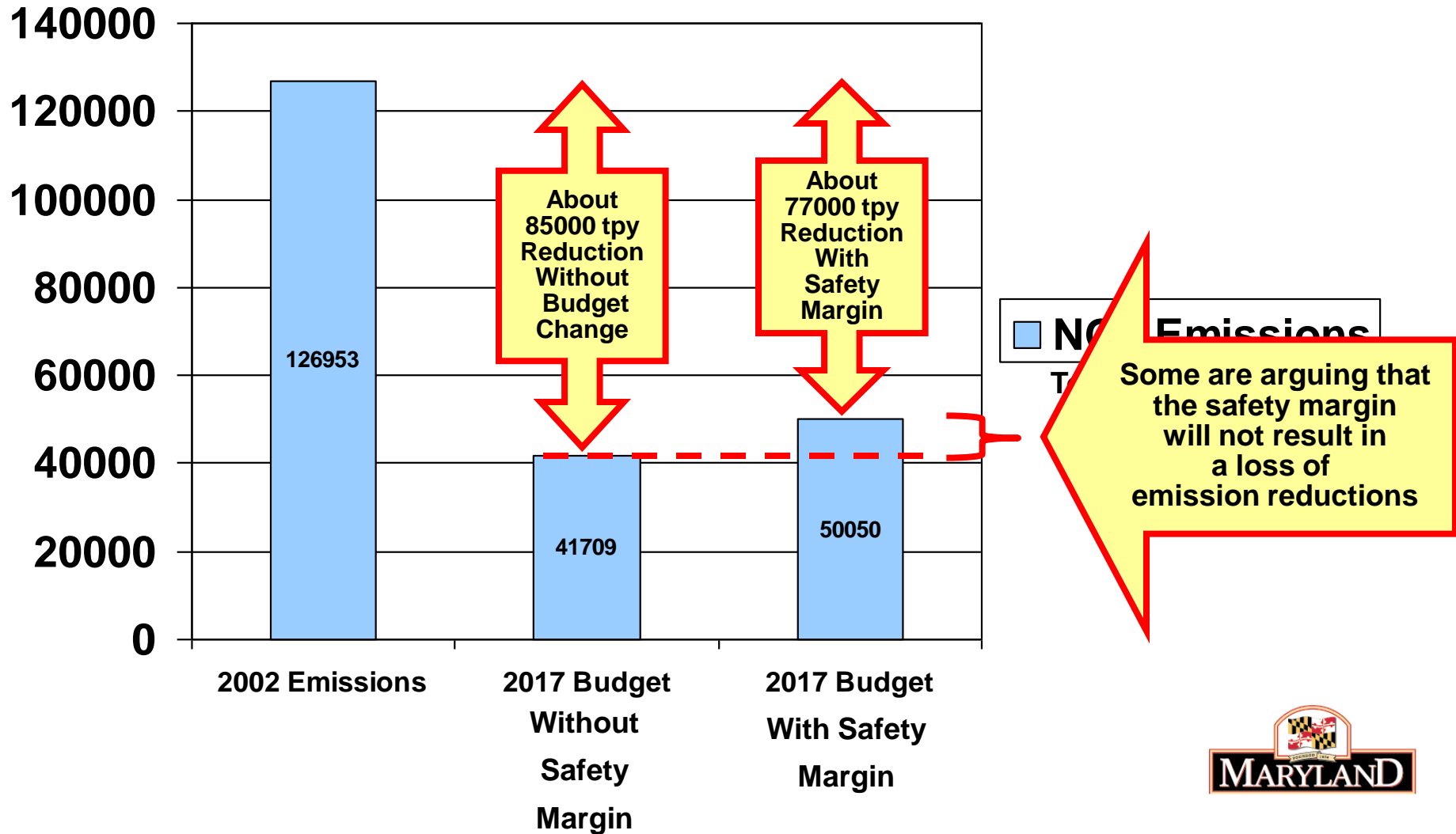
- Around 7 Million residents of the Washington and Baltimore area continue to breathe unhealthy air because of ground level ozone
 - Respiratory illness
 - Early mortality
 - Children and the elderly are particularly sensitive
- Increasing NO_x emission will also have a negative impact on the Chesapeake Bay
 - 33% of the Bays nitrogen problem comes from air pollution sources
- MD, VA and DC all agree that deeper NO_x reductions will be needed to attain the new 75 ppb ozone standard in the 2015 to 2018 timeframe





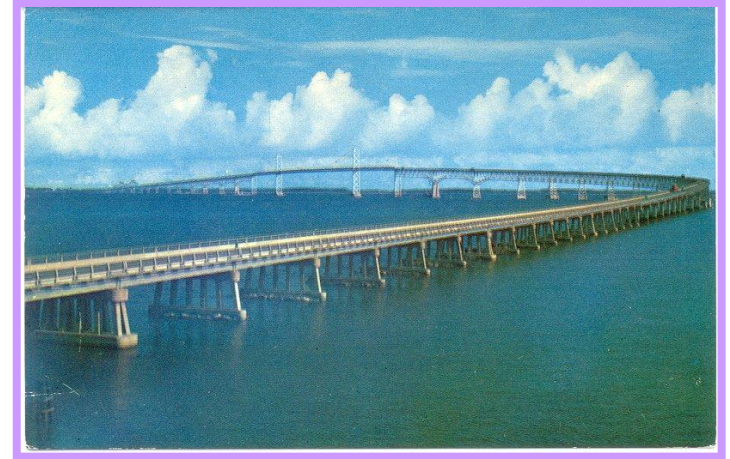
Understanding the Safety Margin Option

... some believe that the safety margin could mean that fewer of the emission reductions are used to clean the air



Options Being Considered

- The TPB Safety Margin concept
- A modified safety margin
 - DC, VA and other concepts
- Drop the Maintenance Plan
 - Or just delay it
- Update SIP budgets routinely
- Other options



Process

- The air and transportation agencies in MD, VA and DC will be working together to resolve this issue
- We would be happy to work with MWAQC and TPB staff and any elected officials that want to participate
- Suggestion
 - Establish a small group to work on the issues and report back in 30 days
- With no uncertainty ...
 - There will not be a Maintenance Plan that leaves the concerns of the transportation community unresolved !!!



Questions?

