

Metropolitan Washington Air Quality Committee

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TECHNICAL ADVISORY COMMITTEE

Date: April 8, 2005

Time: **10:00 a.m. – 12:00 NOON**

Lunch will be served at 12:00 pm

Place: **COG Board Room, 3rd Floor**

MWCOG, 777 North Capitol St., NE, #300

Washington, DC 20002

Agenda

- 10:00 1. Call to Order and Review of Meeting Summary (March 11, 2005),
Introduce Stakeholder Participants**
Chairman Tad Aburn, Maryland Department of the Environment
- 10:10 2. Control Measures Prioritization Report: Update**
Jeff King, COG/DEP, will discuss the draft control measures prioritization report.
- 10:30 3. Airports Workgroup: Report**
Joan Rohlfs, COG DEP, will discuss activities of the airports workgroup.
- 10:40 4. Status of Voluntary Measures**
Jeff King, COG/DEP, will discuss the implementation status of voluntary commitments in the Severe Area SIP.
- 10:50 5. Recap of Planning Requirements and Schedule**
Joan Rohlfs, COG/DEP, will provide a summary of planning requirements and schedule for the 8-hour ozone SIP.
- 11:00 6. Emission Inventory for 2009 (Uncontrolled)**
Sunil Kumar, COG/DEP, will discuss the status of the uncontrolled emissions inventory for 2009.
- 11:10 7. Attainment Modeling: Update**
Joan Rohlfs, COG/DEP, will discuss the draft attainment modeling protocol developed by the workgroup.
- 11:20 8. Forecasting for the 2005 Season: What's New**
Sunil Kumar, COG/DEP, will discuss the forecasting protocol for 2005.
- 11:30 9. Work Plan and Budget: Action**
Joan Rohlfs, COG DEP, will present the work plan and budget for MWAQC.
- 11:45 10. State and Local Air Agency Report**
- 12:00 11. Set Date for Next Meeting, Future Agenda Items, Adjourn:**
Next TAC Meeting: May 13, 2005

DRAFT

**MWAQC Technical Advisory Committee
Meeting Summary
March 11, 2005
10:00 am – 12:00 pm
Rooms 4/5**

Present:

Tad Aburn, Maryland Department of Environment
Tom Biesiadny, Fairfax County Department of Transportation
Rick Canizales, Prince William County Department of Public Works
Randy Carroll, Maryland Department of Environment
Howard Chang, Tricounty Council of Southern MD
Diane Franks, Maryland Department of Environment
Victoria Greenfield, Charles County
Barbara Hardy, Fairfax County Department of Environmental Services
Jeff Harn, Arlington County Department of Environmental Services
Alex Hekimian, Maryland National Capital Parks and Planning Commission
Maurice Keys, District of Columbia Department of Transportation
Doris McLeod, Virginia Department of Environmental Quality
Chris Meoli, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Environmental Quality
Mary Richmond, Montgomery County Department of Environmental Protection
Matthew Seybold, Maryland Department of the Environment
Howard Simons, Maryland Department of Transportation
Bill Skrabak, Alexandria Department of Environment Quality
Kanti Srikanth, Virginia Department of Transportation
Ram Tangirala, District of Columbia Department of Health
Didian Tsongwain, Prince George's County Department of Environmental Resources

Staff:

Mike Clifford, COG/DTP
Jen Desimone, COG/DEP
Mike Freeman, COG/DTP
Jeff King, COG/DEP
Sunil Kumar, COG/DEP
Eulalie Lucas, COG/DTP
Joan Rohlf, COG/DEP
Daivamani Sivasailam, COG/DTP

Observers:

Julie Crenshaw, AQPAC
Gary Koerber, U.S. Department of the Navy Regional Environmental Coordinator Region III
Charley Baummer, Metropolitan Washington Airports Authority
Julie Thomas, National Park Service
Flint Webb, Fairfax County Federation of Citizens Association

1. Call to Order

Mr. Aburn called the meeting to order at 10:05 a.m. The minutes of the February 11, 2005 meeting were approved with the revision to address comments from the Metropolitan Washington Airports Authority regarding the preferred alternative for the Dulles runway expansion.

2. 2005 Ozone Season -- Hot or Cold?

Matt Seybold of the Maryland Department of the Environment provided a forecast for the upcoming ozone season. The long range forecast models indicate that there is a 50/50 chance that this summer will be warmer than average. The new Beltsville monitoring site that was discussed at TAC in 2004 is now up and running. This new state-of-the art site replaces the Greenbelt monitoring station, which had a long history of technical problems. The site will now house some of the equipment moved from the Fort Meade site that was phased out because of homeland security concerns. Matt Seybold said that the new site will assist in assessing the extent of transported pollution. The Airwatch.net website has been updated. New items include haze cams and a transport "watch box." Matt Seybold also said that up to 30 monitoring balloons will be released during the season on ozone events.

Ram Tangirala expressed concern over the closure of the Greenbelt monitor, especially given its status as a lead monitor. He asked about the rationale for closing the site and requested a copy of the report prepared by MDE and submitted to EPA. Matt Seybold and Tad Aburn agreed to provide a copy of the report. Ram Tangirala suggested that MWAQC receive a briefing on this change.

3. Control Measure Development: Report

Jeff King provided an update on the status of work being handled by the control measures workgroup. A draft emission reduction and cost analysis developed to support completion of the Early Actions Report is being circulated for comment. A new master list is being developed for the Draft Prioritization Report. The master list contains a list of all potential measures. Measures on the list will be evaluated for their emission reduction potential, technical and political feasibility, cost per ton, and possible implementation date.

Howard Simons said that the new master list is meant to be a list of those measures that could possibly be implemented in the region and is not intended to be a list of those measures being recommended by the workgroup. Tad Aburn agreed and said that once emission reduction requirements are known, the group can use the master list to identify those options that could be moved onto the priority list to achieve the required reductions.

Alex Hekimian asked whether CAL LEV II is on the master list. Jim Ponticello asked if MDE supported the CAL LEV II bill in the Maryland legislature. Jeff King said that CAL LEV II is on the master list. Tad Aburn said that while MDE does support a regional CAL LEV II program, it doesn't support adoption by Maryland alone. MDE is actively pursuing CAL LEV II through the OTC process. Ram Tangirala said that Washington, DC would adopt CAL LEV II if Maryland adopts it.

Maurice Keys asked if any of the measures on the Master List are from the 1-hour ozone SIP. Joan Rohlfis said that only those measures that could be expanded are on the list (e.g., wind energy purchases).

Tad Aburn said that he wants the region to be able to demonstrate that it is attempting to adopt every reasonable measure that it can identify to improve air quality. He invited further participation and input into the control measures workgroup process.

4. Emissions Inventory Development: Update

Sunil Kumar provided an update on emission inventory development. The National Emission Inventory (NEI) is expected to be submitted in May 2005. The base year 2002 area source inventory is still being updated by states. A few minor sources (wineries, dry cleaning) are being added. The 2009 uncontrolled emission inventory is being developed. Emissions calculations for some sources are being revised (e.g., military airports). The future-year emissions growth forecast methodology is being finalized. Controls needed for developing future year controlled emission inventories will be discussed shortly.

A mobile source workgroup has met to discuss inputs to mobile modeling. There is new Mobile6.2 technical guidance (August 2004) which contains new recommendations for temperature & humidity inputs and rural local road modeling methodology. The workgroup is also considering establishing new inputs to model compliance with the NOx defeat device rebuild requirements. State transportation departments are providing raw VMT data for analysis by COG staff to support development of new average weekday & ozone season adjustment factors.

Staff are also preparing to use EPA's Nonroad model for the 8-hour ozone inventory. Previously EPA's 1990 NEVES database was used for SIP development. States are working on developing a point source inventory for both base case 2002 and future year projected inventories using EGAS 5.0.

Joan Rohlfs asked about analysis of point source emissions to reflect allowance trading. Tad Aburn said that EPA requires that states account for trading in developing point source emissions estimates. Ram Tangirala said that during workgroup calls, he had the impression that the analysis to account for trading in Maryland is not simple and may cause problems with meeting schedules. Tad Aburn said that EPA allows the region to take credit for the NOx SIP call levels in the local area. There are benefits when you control regionally. He said that a Maryland banking and trading workgroup will regroup this spring and that MDE staff are working on the accounting issue.

Ram Tangirala said that EPA guidance on the rebuild effect issue is expected soon. He said that the District of Columbia agrees with the OTC recommended model input of 10 percent compliance rising to 90% in the out-years. EPA estimates that actual compliance rates currently are in the range of 7-15 percent. Jim Ponticello said that EPA's Gary Dolce said 2002 levels are closer to 25 percent. As part of VISTAS process, Virginia agreed to set compliance at 25 percent in 2002 and 60 percent in 2009. Ram Tangirala said that a survey of NE states shows actual compliance at 10 percent or below. Tad Aburn recommended that the discussion be continued at the Mobile6.2 Task Force meeting.

Julie Crenshaw asked for clarification about the addition of wineries to Maryland's inventory. Sunil Kumar said that breweries historically have been included in the inventory, now Maryland is adding emissions from the fermentation process at wineries. Virginia already had been including wineries.

5. Attainment Modeling: Update

Joan Rohlfs provided an update on the status of attainment modeling efforts. The workgroup held its first meeting on March 3rd. Virginia DEQ is handling attainment modeling for 8-hour ozone for the Washington, DC-MD-VA nonattainment area. During the meeting, several issues were discussed, including domain size and episode selection. The workgroup is still awaiting final EPA guidance. Draft guidance provides broad flexibility to the region in choosing methods, as long as there is adequate documentation. At the meeting, Jeff Stehr of the University of Maryland presented windfields (MM5) results and Calgrid sensitivity runs. Calgrid may be useful for performing sensitivity runs, but it is not a strong model for estimating the effect of pollutant transport. A protocol workgroup has been formed with a draft protocol scheduled for April.

Joan Rohlfs asked if attendees of the recent OTC/NESCAUM meeting could provide a brief summary. Tad Aburn said the meeting involved the group that is handling broad regional modeling for the northeastern states, including northern Virginia. Virginia is also part of a different process that focuses

on the southeastern states (VISTAS). Therefore, there will be two separate modeling exercises with results for the Washington, DC-MD-VA region. The OTC is moving forward with modeling with a goal of identifying a control strategy by November. Calgrid will be used to handle "what-if" scenarios. Ram Tangirala said that EPA Region III attended the meeting to discuss the protocol for the region. EPA is not planning to require a 4km grid as part of the protocol. Tad Aburn said that the new EPA guidance may establish a "weight-of-evidence" approach, with modeling representing only one component of the overall demonstration.

Tad Aburn said there will be a fine particulate/regional haze meeting at BWI airport on March 15. Preliminary results of a contribution assessment for PM2.5 will be presented.

6. Comment Letter on Dulles EIS

Jeff King discussed the final comment letter prepared for submission to FAA on the proposed Dulles runway expansion project. The letter prepared by TAC was reviewed and approved by the MWAQC Executive Committee and was sent to the FAA on March 4, 2005. Tad Aburn said that the TAC agreed to prepare a letter and also to convene a workgroup to begin the process of negotiating a regional airports emission cap.

Flint Webb said that emissions inventories for military airports may need attention due to potential inaccuracies. Gary Koerber of the DoD Region III Regional Environmental Coordinators Office asked for clarification. Jim Ponticello said that it has been difficult to obtain accurate information on LTOs and types of aircraft. Tad Aburn said that this is a good time to work to update the inventories.

Ram Tangirala recommended that MWAQC receive a briefing on airports-related issues. Tad Aburn recommended that the workgroup be formed first. The workgroup will be organized in April.

7. State and Local Air Agency Report

Jim Ponticello reported that Virginia is working on a redesignation request for the Fredricksburg nonattainment area. Reformulated gas will not be required initially in the SIP due to MTBE contamination concerns. Bill Skrabak asked if Virginia is doing anything on PM2.5. Jim Ponticello said that Virginia is currently preparing a letter to request redesignation of Northern Virginia to attainment.

Tad Aburn reported that the CAL LEV II and Multipollutant bills are being considered by the Maryland legislature. Jim Ponticello asked if MDE supported the CAL LEV II bill. Tad Aburn said that MDE does not support the CAL LEV II bill as introduced. MDE supports CAL LEV II only if adopted by other states in the region, as is being recommended by OTC. Tad Aburn also said that MDE is submitting additional PM2.5 measurement data to EPA for Washington County. Washington County is an Early Action Compact (EAC) area for ozone and is considered by EPA to be a significant contributor to PM2.5 nonattainment for West Virginia. The District of Columbia had nothing to report.

Bill Skrabak said that Alexandria City Council recently took actions that affect the Mirant Potomac River power plant. The Alexandria City Council adopted an ordinance in December, 2004, reclassifying the power plant as a nonconforming use, and revoking the special use permits under which the plant operates. The City's zoning actions would require the plant to close within seven years, unless a longer period were to be approved by the Council, or the plant modernizes and obtains City approval to continue operating. Mirant has challenged the city decisions in court. Refer to the City of Alexandria's website for most up to date information.

Howard Simons said that the recent Consent Decree establishes a new set of requirements for the plant. He questioned why additional measures were being pursued. Bill Skrabak said that the city's position is that the power plant must be removed from the site. The Consent Decree only provides emission reductions in the short term. While the Consent Decree focuses on NOx, the city is also concerned with

the plant's contribution to PM_{2.5} pollution. From the city's perspective the issue is also one of appropriate land use. Howard Simons asked if the city has considered where a new plant may be developed if the Potomac River plant is forced to close. Bill Skrabak said that a new replacement plant would likely be a new peak plant that can be constructed with technologies that will result in much lower emissions. Flint Webb asked if the bankruptcy court approved the Consent Decree. Bill Skrabak said progress has slowed because the bankruptcy court has extended the deadline for comments on the Consent Decree.

Barbara Hardy asked about whether there was a decision on replacing portable fuel containers with OSHA-compliant metal safety cans. Joan Rohlf's said that a conference call will be set up to resolve this pending issue.

7. Other Business

Daivamani Sivasailam and Mike Freeman, COG/DTP, provided an update on efforts to develop a new VIN decoder for mobile emissions modeling. COG staff are working with state air agencies to obtain raw VIN numbers. The plan is to test a small regional sample of vehicles to assess whether new software will enable translation of VIN numbers to vehicle types. Julie Thomas asked if the software will detect hybrids and alternative fueled vehicles. Daivamani Sivasailam said that testing is required to determine if the model can detect hybrids. Howard Simons said that, as of the beginning of the week, there are 4,617 registered hybrids in Maryland. Ram Tangirala asked which VIN numbers would be used. Daivamani Sivasailam said the standard 16 digit number will be used. Ram Tangirala suggested that in an effort to conserve resources, tests using 2001 data from the District of Columbia should not be done. In response to a question from Maurice Keys, Daivamani Sivasailam said that he does not know whether the software will allow identification of AWD, 4WD, or 2WD vehicles.

Tad Aburn and Joan Rohlf's said that EPA recently announced the Clean Air Interstate Rule (CAIR). The final rule implements NO_x and SO₂ emission reduction targets similar to the Congressional Clear Skies Act. The final rule moved up the reduction dates for NO_x from 2010 to 2009. EPA projects that the rule will enable attainment of the PM_{2.5} standard by 2015. Clear Skies contains provisions similar to CAIR, but would alter the New Source Review and Section 126 petition provisions. CAIR may be subject to litigation.

Jeff King provided a copy of EPA's comment letter on the conformity determination for the 2004 CLRP and 2005-2010 TIP.

Joan Rohlf's provided an update on the process for nominating and selecting stakeholders to TAC. Stakeholder nominations to TAC will be announced at the next TAC meeting.

There were three suggestions for new agenda items: Update on SIP schedule; presentation by railroads; and more information on multipollutant and CAL LEV II state legislation.

9. Set Date for Next Meeting and Adjourn: April 8, 2005

The TAC will meet next on April 8, 2005 from 10 a.m. to 12 p.m. There being no further business, the meeting was adjourned at 12:00 p.m.