

METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE
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Washington, D.C. 20002

DRAFT

Air Quality Planning
Work Program and Budget

July 1, 2013 through June 30, 2014

Prepared by

Metropolitan Washington Council of Governments
Department of Environmental Programs
Air Quality Section

I. Background

This document presents the work program for the Metropolitan Washington Air Quality Committee (MWAQC) to be carried out between July 1, 2013 and June 30, 2014. It describes the work to be carried out by the staff of the Metropolitan Washington Council of Governments (COG) that is directly funded in this work program, as well as the in-kind contributions of the state air quality management agencies from the District of Columbia, Maryland, and Virginia. The tasks outlined in this work program are designed to ensure a regional approach to meeting the federal health standards for ground-level ozone and fine particles in the Washington metropolitan region. Through the activities described for the coming year, several important steps will be taken towards improving the air quality of the region while simultaneously helping meet transportation needs in the Washington region consistent with air quality goals.

Certification of the Metropolitan Washington Air Quality Committee

The authority of MWAQC is derived from the certifications made by the Governors of Maryland and Virginia and the Mayor of the District of Columbia pursuant to Title I, "Provisions for Attainment and Maintenance of National Ambient Air Quality Standards," of the Clean Air Act Amendments of 1990 (section 174, 42 U.S. Code 7504).

Mission of Metropolitan Washington Air Quality Committee

The primary responsibilities of MWAQC are development of regional plans for meeting the federal health standards for the criteria pollutants for which the Washington, DC-MD-VA region has been designated nonattainment. The air quality plans developed by MWAQC are submitted to the States for incorporation in the State Implementation Plan for submittal to EPA.

Air Quality Classifications of the Washington Metropolitan Region

Ozone Standard¹:

EPA designated the metropolitan Washington region as moderate nonattainment for the 8-hour ozone standard in January 2004. The state implementation plan ("SIP") adopting all the requirements for moderate nonattainment areas was submitted in June 2007. The region met the June 15, 2010, deadline to meet the 8-hour ozone standard.² In 2008 EPA announced a new ozone standard of 75 ppb. The geographic scope of the region includes the Metropolitan Washington Region defined as follows: Montgomery, Prince George's, Frederick, Charles, Calvert Counties in Maryland; Fairfax County, Arlington County, City of Alexandria, City of Falls Church, City of Fairfax, Prince William County, Loudoun County, City of Manassas Park in Virginia, City of Manassas in Virginia; and the District of Columbia.

¹ One-Hour Ozone Standard: The Washington region's air quality met the one-hour ozone standard by the region's deadline of November 2005, although EPA revoked the standard earlier in the year and, therefore, no longer made findings of attainment for the one hour ozone standard. In July 2008 EPA published a notice in that the Washington region attained the one-hour ozone standard by its deadline of November 2005.

² Federal Register, Vol.77, no. 39, February 28, 2012, 11739.

In 2009 EPA approved the Reasonable Further Progress portion of the region's 2007 ozone state implementation plan. The approval established a 2008 Motor Vehicle Emissions budget for use in transportation conformity analysis.³

In March 2008 EPA promulgated a new ozone standard of 75 ppb based on new evidence that ozone at lower levels has serious health effects. The states in the Metropolitan Washington region recommended to EPA that the region be designated in attainment for the new standard based on monitor data.⁴ In 2009 EPA announced it would reconsider the 2008 ozone standard. In January 2010 EPA proposed to lower the ozone standard to the range of 60-70 ppb.⁵ EPA postponed announcement of the revised ozone standard until July 2011, at which time the President decided to keep the 2008 standard of 75 ppb.

In May 2012 EPA designated the Washington, DC-MD-VA Metropolitan Area as "Marginal" nonattainment for the 2008 ozone standard, along with most of the northeastern states. The Baltimore Metropolitan area was one exception; EPA designated Baltimore "Moderate" nonattainment and the area has until 2018 to attain the standard. The Washington region and all Marginal nonattainment areas have a deadline of 2015 to attain the 75 ppb standard.

PM_{2.5} Standard ("Fine Particles"): EPA designated the metropolitan Washington region as nonattainment for the 1997 fine particulate standard, PM_{2.5}, in January 2005. The state implementation plan adopting all requirements for the fine particulate standard was submitted in 2008.⁶ The geographic scope of the Washington region PM fine nonattainment area is the same as for the 8-hour ozone standard, with the exception of Calvert County, Maryland. In December 2008 EPA announced that the monitors in the Washington region showed compliance ("Clean Data") with the 1997 annual PM_{2.5} standard.⁷ The region is in compliance with the 2008 daily fine particle standard, so will not be required to do attainment planning for the daily standard.

On December 14, 2012, EPA announced a revised annual fine particulate standard, PM_{2.5}, set at 12 ug/m³.⁸ No change was proposed for the daily NAAQS (35 ug/m³). The Metropolitan Washington region's level of fine particles for 2011 and data for 2012 are below the new standard, so the region currently meets the new 2012 standard as well as the 1997 standard.

In spring 2013 MWAQC and the States requested EPA to redesignate the Washington region to attainment of the 1997 PM_{2.5} standard. EPA has eighteen months to act on the redesignation. Until EPA redesignates the region, the test for PM_{2.5} conformity assessment is the "build no greater than 2002" interim emissions.

Carbon Monoxide: The Washington region met the carbon monoxide standard in 1995. In 2004 a maintenance plan submitted to EPA demonstrated the standard will be maintained until 2016.

³ Federal Register: September 4, 2009 (Volume 74, Number 171)]
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⁴ Federal Register, Vol.73, no. 60, March 27, 2008, 16436-16513

⁵ Federal Register, Vol. 75, No.11, January 19, 2010, 2938-3053.

⁶ Federal Register, Vol. 70, No. 3, January 5, 2005, 948-1018.

⁷ Federal Register, Vol. 74, No. 7, January 12, 2009, 1146-1148.

⁸ Federal Register, Vol. 78, No.10, January 15, 2013, 3086-3285.

SO₂ National Ambient Air Quality Standard

EPA revised the primary SO₂ standard, published in Federal Register, June 22, 2010, by establishing a new 1-hour standard at a level of 75 parts per billion (ppb). States have until August 2017 to attain the standard. EPA initially asked States with "Unclassifiable" counties to submit a "Maintenance" SIP by June 2013. EPA also published a draft implementation guidance for this purpose. However, based on the feedback received on the above guidance from states, EPA is currently in the process of revising the guidance. EPA is not expecting the June 2013 SIP submittal from states. The revised guidance would include changes to the monitoring and modeling requirements from the draft guidance for attainment designations and SIP. The States have primary responsibility for developing the Maintenance SIPs.

NO₂ National Ambient Air Quality Standard

EPA's final NO₂ standard was published on January 25, 2010. It establishes a 1-hour nitrogen dioxide standard at the level of 100 ppb. The current annual average NO₂ of 53 ppb is unchanged. In urban areas, monitors are required near major roads as well as areas where maximum concentrations are expected. In January 2012 EPA determined that no area in the country is violating the 2010 national air quality standards for nitrogen dioxide. The areas have been designated as "unclassifiable/attainment." EPA is working with the state and local air agencies to put in place additional NO₂ roadside monitors that were required. The monitoring network was expected to be operational in 2013, but EPA proposed in October 2012 to postpone the monitoring requirement until 2014. Designations will be revised once three years of data from the roadside monitors is available.

Membership on MWAQC

Membership on MWAQC consists of representatives from twenty-two member local governments within the non-attainment area, as well as the Directors or their designees from the state air quality management agencies and state transportation agencies, representatives of state legislatures, and the Chair of the National Capital Region Transportation Planning Board (TPB). MWAQC's bylaws allow for the expansion or contraction of MWAQC membership, depending on the geographic scope of the designated nonattainment area. Stafford County, Virginia, participated on MWAQC for the 1-hour ozone standard, but is not part of the 8-hour ozone nonattainment area.

Organizational Structure of MWAQC

MWAQC adopted by-laws which established a position of Chair and three Vice-Chairs, and it has several standing subcommittees or special supporting committees including an Executive Committee, a Technical Advisory Committee, and a Public Advisory Committee. The Technical Advisory Committee has several standing subcommittees: Conformity, Attainment Modeling, Forecasting, Emissions Inventory, and Local Government Initiatives Subcommittee.

Current officers of MWAQC are the Honorable Leta Mach, Chair (Councilmember, City of Greenbelt; Honorable Jay Fissette, Vice Chair (Member, Arlington County Board); Honorable

Phil Mendelson, Vice Chair (Council of the District of Columbia); Honorable Hans Reimer, Vice Chair (Councilmember, Montgomery County Council). Elections of officers were held on December 19, 2012, the last business meeting of the calendar year.

Interstate Air Quality Council

The Interstate Air Quality Council (IAQC) is a cabinet-level collaboration between the District of Columbia, the State of Maryland and the Commonwealth of Virginia, comprised of the secretaries of the environment and transportation. IAQC resolves difficult issues if needed to ensure the mutual goals of improved air quality and efficient transportation are met.

Staff Support to MWAQC

The lead role for administrative and technical support to MWAQC is held by the staff of the Metropolitan Washington Council of Governments. Major additional complementary technical staff support is provided by the staffs of the state air quality management agencies. During 1996, MWAQC established a Technical Advisory Committee (TAC) which formally broadened its staff support to include local government technical staff as well as staff representing the state transportation agencies. In the 2013 Technical Advisory Committee is chaired by Cecily Beall, District Dept. of Environment.

II. Summary of MWAQC Accomplishments During FY 2012-FY 2013

• ***MWAQC Approved a PM_{2.5} Redesignation Request and Maintenance Plan for Public Comment***

MWAQC and the States completed a PM_{2.5} Redesignation Request and Maintenance Plan for the 1997 Fine Particle standard. MWAQC and the States will submit the Redesignation Request and Maintenance Plan to EPA in Spring 2013. EPA is expected to act on the Redesignation Request within 18 months and, if they approve the Request and Maintenance Plan, the Metropolitan Washington region will be officially in attainment of the federal standard for fine particles. COG staff completed NO_x, SO₂ and PM_{2.5} area, point source, nonroad and mobile (MOVES) inventories for 2002, 2007, 2017, and 2025. The Redesignation Request and Maintenance Plan is the first official application of the MOVES mobile emissions model in the Metropolitan Washington region.

• ***MWAQC Commented on Conformity Analysis for 2012 CLRP***

Conformity was tested against the approved 8-hour reasonable further progress mobile budgets in the region's SIP. The conformity assessment of the 2012 CLRP showed current and future mobile emissions lower than the ozone budgets and lower than the 2002 PM_{2.5} emissions, which is the required test. MWAQC urged state and local government to maintain their commitments to emission reduction measures. As in past analyses, emissions decline significantly over time, but between 2030 and 2040, emissions begin to increase slightly as the fleet ages and Vehicle Miles Traveled (VMT) continues to grow. This suggests the need for new control programs to give benefits into the future.

• ***ACPAC***

The Air and Climate Public Advisory Committee (ACPAC) expanded its membership and actively engaged in advising about air quality forecasting methodology, locations of air quality monitors, and distribution of air quality information. The Committee gave input on MWAQC agenda items and advised MWAQC on draft mobile emissions budgets for the PM_{2.5} Maintenance Plan. The Committee discussed new CAFÉ standards for 2017-2025 model year cars, a proposed Maryland transportation planning regulation addressing greenhouse gas emissions, and the Regional Greenhouse Gas Initiative (RGGI).

• ***Climate Change and Air Quality Technical Support***

MWAQC staff provided technical support to the Climate Energy Environment Policy Committee, created in 2009 to implement recommendations in COG's Climate Change Report. Staff worked with area utilities on a format for reporting progress on regional climate and energy initiatives. Staff received data from utilities in 2012 for 2011. The data is used to measure progress on reducing greenhouse gas emissions from the 2005 baseline. Staff explored methodologies for incorporating energy efficiency projects in the State Implementation Plan for EPA credit.

• ***Local Government Initiatives***

Staff surveyed the local governments regarding their progress on implementing commitments to local non-regulatory programs as part of a bundle of voluntary programs in the regional State

Implementation Plan. The Local Government Initiatives Subcommittee, was created in early 2006. MWAQC staff worked with the subcommittee to develop local air quality measures to be included in the SIP.

- ***Initiative to Coordinate with Military Bases to Promote Renewable Energy and Reduce NOx***

A conference was held at COG on July 24,2012, a “DOD Clean Energy Community Collaborative,” with an expert panel representing the three branches of the armed forces and the Federal Environmental Executive from the Council on Environmental Quality. Staff is arranging to follow the conference with a potential pilot collaboration project.

MWAQC Committees

MWAQC met six times during the fiscal year. Continued operation of the MWAQC regional process throughout the year was possible due to the operation of the Executive Committee and the Technical Advisory Committee (TAC). The Executive Committee discussed issues and guided staff between full MWAQC meetings.

Citizen Support

MWAQC maintains an Air and Climate Public Advisory Committee (ACPAC) in order to provide a conduit through which citizens can be briefed and comment on the actions before MWAQC. The ACPAC continued to provide comments on how regional air quality information could be made more accessible to the public audience.

MWAQC Work Program Objectives, 2013-14

MWAQC and the States will continue to lay the groundwork for the ozone SIP due in 2015, developing a multipollutant strategy for the Washington, DC-MD-VA region. Control measures will be evaluated on their ability to reduce ozone, NOx, VOC, SO₂, fine particles and greenhouse gases. The core work program will also provide technical support for local government air quality initiatives. Coordinating air quality planning with state and local Clean Energy programs will continue to be a focus.

In FY2014 MWAQC Core Program tasks::

- Plan for ozone control measures, groundwork for Reasonable Further Progress plan to attain the 2008 Ozone NAAQS (WWIT)
- Develop ozone inventories for 2011/2012
- Track attainment modeling for ozone for 2018/2020
- Support multi-pollutant, multi-sector control strategy for ozone SIP
- MOVES2013 model training, input development
- Develop MOVES2013 mobile inventories for ozone RFP, SIP
- Track local government Supplemental Measures (formerly Voluntary Bundle) in the Annual PM_{2.5} and Ozone SIPs.
- Quantify benefits of local energy efficiency projects for SIP credit
- Develop tracking metrics for regional greenhouse gas emissions (GHG) inventory
- Coordinate air quality planning with state and local Clean Energy Programs
- Review transportation conformity analyses for ozone, fine particles and carbon monoxide

Role of COG/MWAQC Staff

The lead role for administrative and technical support to MWAQC is held by COG/MWAQC staff. Close collaboration between MWAQC staff and the state air agencies will be necessary to review and revise SIP inventories as needed for ozone and fine particles, potential control measures, and calculation of necessary reductions needed to meet the standards. MWAQC staff will hold monthly calls with the state air agencies to coordinate work tasks and use of resources. As in the past, MWAQC staff will work closely with COG's Department of Transportation Planning staff on mobile emissions inventory and conformity issues.

MWAQC Meeting Frequency

Six MWAQC meetings are proposed during the 12-month period. The Committee will review and discuss policy implications of federal guidance and proposed revisions of National Ambient Air Quality Standards (NAAQS) for ozone, and to take actions such as commenting on guidance, policies and potentially approving SIP revisions as needed for the region and to review designation criteria and regional data for NAAQS.

This document is intended to guide the activities of the MWAQC through the twelve month period from July 1, 2013 to June 30, 2014. In subsequent sections the reader will find detailed descriptions of the seven major work program areas that are included in this proposed work program. The seven major work areas are presented in more detail as tasks in the work program. The core work areas are as follows:

1. Emissions Inventory Development
2. SIP/Multipollutant Strategy Development (WWIT for 2008 Ozone NAAQS)
3. Local Measures
4. Transportation Conformity
5. Public Participation
6. MWAQC/TAC/Support
7. Program Management/Reporting

Costs for each of the above tasks items are also included along with more detailed descriptions in Section IV of this document.

The states and COG staff will meet periodically to discuss the work program status once contracts have been executed. COG will report quarterly on expenses. With the consent of the Chair of MWAQC and/or the Executive Subcommittee, in consultation with the states and concurrence of the funding agencies, specific subtasks may be delayed, new tasks or subtasks added or substituted, or existing tasks or subtasks modified in scope. These actions would only take place as long as the integrity of the policy making process is maintained and EPA deadlines as interpreted by MWAQC are achieved.

IV. Proposed FY2014 Work Program Task Descriptions

1. Emissions Inventory Preparation/ Attainment Modeling	<u>FY2014</u> \$48,607
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For the 2008 ozone standard, marginal areas are required to develop an emissions inventory for 2011. Staff will coordinate with the states to develop a base year inventory (point, area, nonroad, and onroad sources) to meet the requirements. Staff will use the MOVES model to develop the base year inventory for onroad mobile sources and Nonroad/NMIM model for nonroad mobile sources for the above effort. Staff will coordinate with states on development of point and area source inventories. Staff will coordinate with the states to develop future year projection inventories. Staff will participate in OTC/MARAMA inventory development to keep track of various VOC and NOx control measures being adopted by states to reduce ozone.

Attainment modeling for ozone SIPs will be conducted by Regional Planning Organizations such as the Ozone Transport Commission (OTC). Staff will participate in and track larger scale attainment modeling efforts supported by Ozone Transport Commissions (OTC). Staff will participate in quarterly modeling research meetings held by the University of Maryland and MDE staff. VADEQ is also actively participating in the OTC modeling effort and will provide input as needed to evaluate and understand the results of this and other available modeling exercises. COG staff will present significant policy issues involving the use of models for the Baltimore-Washington domain to TAC and MWAQC.

EPA revised the primary SO₂ standard, published in Federal Register, June 22, 2010, by establishing a new 1-hour standard at a level of 75 parts per billion (ppb). EPA asked states with "Unclassifiable" counties to submit a "Maintenance" SIP by June 2013. EPA is currently revising the guidance for this standard. The revised guidance will include changes to the monitoring and modeling requirements for attainment designations and SIP. States have until August 2017 to attain the standard. The States have primary responsibility for developing the Maintenance SIPs which will include monitoring and modeled data. The work program for FY 2014 does not support the states' SO₂ planning, but the situation could change if the States request assistance.

Specific tasks are described below:

Deliverables:	Deadline:
a) Develop 2011 Base Year Inventory for 75 ppb/ 2008 Ozone NAAQS (RFP)	December 2013
b) Develop future year projection inventories for RFP	June 2014
c) Emissions Inventory Subcommittee calls to coordinate inventories for 2011 and future years	Conference calls
d) Meetings of UMD/MDE Modeling (RAAMP)	Quarterly

FY2014

2. SIP/Multipollutant Strategy Development \$46,236

The main focus areas will be ozone planning and a multipollutant approach to control measures. MWAQC will plan to meet Clean Air Act and EPA requirements for attaining the 2008 ozone standard. The Metropolitan Washington region is classified as “marginal” nonattainment for the 75 ppb standard and has a deadline of 2015 to meet the standard.

MWAQC and the states will work on laying the groundwork for a Reasonable Further Progress (RFP) or attainment plan for the 2008 ozone standard which may be needed if the region fails to attain by 2015 as shown by monitoring data beginning in the summer of 2013. Staff will coordinate with the States to develop a multi-sector, multi-pollutant strategy for the 2008 ozone standard. Measures will be evaluated in terms of their potential to reduce ozone precursors, fine particles and reduce greenhouse gas emissions.

Data show MWAQC and the states have achieved compliance with the 1997 PM_{2.5} standards. EPA is expected to act on the region’s PM_{2.5} Redesignation Request and Maintenance Plan by September 2014.⁹ In December 2012 the EPA Administrator lowered the PM_{2.5} annual standard to 12 ug/m³. EPA will designate nonattainment areas for the new standard in December 2014. The Governors will recommend the Metropolitan Washington Region be designated as attainment for the new standard because the region’s 2011 design value is 10.8 ug/m³, below the new standard, and fine particle levels in the region are expected to continue to decline.

Staff will quantify benefits from Energy Efficiency and Renewable energy programs and projects, in coordination with state and local energy offices and state air quality agencies.

Staff will track the SO₂ standards and rulemakings for Tier 3, Cross State Air Pollution Rule, roadside monitoring networks and implications for local governments. Staff will brief the Technical Advisory Committee (TAC) and MWAQC about EPA’s new guidelines, proposed federal and state regulatory initiatives affecting the region, and develop comment letters as required.

Specific SIP tasks are described below.

• Multipollutant Strategy

Staff will develop a preliminary ozone Reasonable Further Progress Plan having a strategy to reduce ozone precursors, NO_x and VOC. Measures will be evaluated in terms of costs, reasonableness of adoption and implementation, and co-benefits which reduce other pollutants such as fine particles, NO_x, SO₂ and CO₂.

⁹ The estimated EPA approval date for the Metropolitan Washington Region’s PM_{2.5} Redesignation Request and Maintenance Plan is based on a schedule of submitting the documents to EPA by Spring 2013. EPA may take 18 months to approve the Request and Maintenance Plan.

Staff will analyze benefits from Energy Efficiency and Renewable Energy programs and projects (EERE) for inclusion in future SIPs. Staff will coordinate efforts with the state and local energy offices and state air quality agencies. Projects will be analyzed in terms of providing benefits for NO_x, SO₂, and CO₂.

- **Public Policy Coordination**

Staff will track state legislation that affects air quality and climate change in the Washington region. Staff will provide information and a forum for coordinating public policies that affect air quality and climate change among the state air and energy agencies and local governments in the region.

Deliverables:

a) Develop prelim. Ozone 15% Reasonable Further Progress Plan

Deadline:

June 2014

b) Reports on state legislative activity

As needed

3. Local Measures Coordination

FY2014

\$28,000

MWAQC staff will provide technical expertise, in cooperation with the states, to assist local governments in the development of strategies and programs to reduce emissions of ozone precursors, fine particles, NO₂ and greenhouse gases, and to provide a mechanism for calculating and reporting evidence of actions taken. SIP tasks will include coordination and documentation of voluntary measures and technical support for lead agencies developing innovative voluntary measures. Staff will help with the measurement and evaluation of local measures to be included as voluntary and/or supplemental measures in the State Implementation Plan.

Also as part of this initiative, staff participates with the regional Tree Canopy Workgroup that will be issuing a report on regional tree canopy management. MWAQC staff will continue to manage Diesel Emissions Reduction Act (DERA) projects and seek funding for new projects.

The Obama sustainability executive order requires military bases to coordinate plans with communities. Each base is supposed to develop 25 year energy/sustainability plans. Staff will work with military bases in the region to assess potential for deployment of clean energy to power both base as well as surrounding community. Staff will seek a partner military base to work with in this effort.

Deliverables:

Regional Tree Canopy Workgroup

Annual Progress Report Survey

Update Local Voluntary Bundle for SIPs

Deadline:

Monthly

March 2014

Spring 2014

Update local measures in RACM
Draft Regional Tree Canopy Management Strategy
Achieve partnership with military

Spring 2014
July 2013
Spring 2014

4. Transportation Conformity/ Mobile Emission Analysis

FY2014
\$174,539

MWAQC will review and comment on the conformity analysis for the 8-hour ozone, PM_{2.5} and carbon monoxide standards. The Transportation Planning Board (TPB) will propose FY 2015-2020 Transportation Improvement Program (TIP) and 2014 Constrained Long Range Plan (CLRP) in the spring of 2014. MWAQC staff will review MOVES onroad inputs, inputs files and output files containing emissions rates and inventories developed by TPB staff for the base years and analysis years 2015, 2017, 2020, 2025, 2030 and 2040. The Conformity Subcommittee will review proposed transportation projects, amendments to the Transportation Improvement Program, and review and participate in the air quality conformity analysis. Staff will provide briefings as needed for the Transportation Planning Board (TPB) and the TPB Technical Committee about EPA regulations, new air quality standards, and guidance as they apply to conformity in the Washington region.

TPB staff will use MOVES models to develop onroad source inventories respectively for a typical ozone season day for base year and future year inventories as required for ozone planning. MWAQC staff will coordinate with state air agencies and TPB staff regarding MOVES inputs. MWAQC staff will develop meteorology inputs for MOVES for both base year and future year.

Deliverables:

Comment on Conformity Scope
Comment on Transportation Conformity Analysis
Provide briefings and written reports to
TPB and TPB Technical Committee
MOVES2013 Training

Deadline:

January 2014
June 2014

As needed
As offered

5. Public Participation/ACPAC

FY2014
\$59,586

Task 1: ACPAC

Staff will support the Air and Climate Public Advisory Committee (ACPAC), an advisory committee to MWAQC, by attending meetings, providing administrative support, and briefing the committee on EPA regulations, air quality progress, air quality planning issues, and proposed actions of MWAQC. ACPAC will meet monthly except for August. Staff will respond to requests from the public and the media for air quality information.

Task 2: Air Quality Reporting and Outreach

MWAQC leadership, COG/MWAQC Air Quality staff and COG Public Affairs staff will meet with the media, particularly environmental reporters and editorial boards, to inform them about air quality issues, climate change, and progress. Staff will make periodic reports about the air quality challenge associated with the current ozone standard and current emissions and air quality trends to the COG Board of Directors, Chief Administrative Officers' Committee, Transportation Planning Board (TPB) and to member local governments as requested. The goal of the outreach program is to inform decision-makers about air quality issues and challenges. This task also covers COG staff time to respond to media inquiries or support the MWAQC leadership in responding to media inquiries.

Deliverables:

ACPAC meetings
Member recruitment, orientation
Meetings with print media
Response to Media Inquiries
Briefing to TPB on mobile emission trends and challenges

Deadline:

Monthly, except for August
December-February
As needed
Ongoing
At time of transportation conformity

6. MWAQC/TAC Support

FY2014

\$113,611

MWAQC Support includes staff support for MWAQC meetings, MWAQC Executive Committee and the Technical Advisory Committee meetings. MWAQC will meet about six times during the year to discuss regulations, guidance and legislation about air quality and climate change issues affecting the Washington region and to comment or act on proposed plans.

The Technical Advisory Committee will meet monthly, with frequent subcommittee meetings. The Executive Committee will continue to meet monthly at a minimum, and more frequently if needed.

Deliverables:

MWAQC meetings (6)
MWAQC Executive Ctte Calls
Technical Advisory Ctte meetings
Joint Executives/MWAQC Meeting

Deadline:

Sept., Oct, Dec, Jan, Feb, April, June
Monthly (no August meeting)
Monthly (no August meeting)
TBD

7. Project Management

FY2014

\$53,034

Staff will prepare a draft work program and budget for the fiscal year 2015, and will work with the MWAQC Budget Subcommittee and MWAQC to get an approved budget in the spring before the fiscal year begins. Staff will provide quarterly financial and status reports to track the progress of implementing the approved work program and budget. Staff will hold

monthly calls with the state air agencies to coordinate use of resources and progress on the SIP.

Staff uses computers extensively in performing analyses, completing written summaries, transmitting information via facsimile modem, downloading information from EPA's Technology Transfer Network, and the Internet for a variety of research needs. Contribution to computer support for project staff and management systems is accounted for in this task. Efforts to provide meeting materials on the Internet may also fall under this task.

Deliverables:	Deadline:
State Air Agency Coordination Calls	Monthly
Quarterly expense reports and progress Reports	Quarterly
MWAQC Budget Committee	Meetings, calls as needed
Draft MWAQC FY2015 Work Program and Budget	December 2013
Adopt MWAQC FY2015 Work Program and Budget	March 2014

VI. Proposed Funding Sources and Projected Budget for COG Staff

The proposed MWAQC Work Program for FY 2014 is a 12-month work program and budget for the period from July 1, 2013 to June 30, 2014.

The MWAQC bylaws adopted in October 2004 include a funding formula that allocates contributions to the MWAQC budget by thirds, 1/3 from state air agencies, 1/3 from state transportation agencies, and 1/3 from local governments (Table 1). The proposed budget for the core work program is a total of \$523,616. The state air agencies, the state and local departments of transportation and the Transportation Planning Board, and the Council of Governments will each contribute \$174,539. The proposed funding by task is shown in Table 2, and the proposed budget by subtask with staff time is shown in Table 3. The MWAQC bylaws also state that “nothing shall preclude additional sub-regional efforts to be added to the work program at the request and expense of individual state agencies and local governments.”

Table 1
Proposed MWAQC Funding Contributions by Source FY 2014

Source	Approved FY13	Requested FY14***	Change
COG member jurisdictions	\$157,872	\$174,539	+\$16,667
State DOT/TPB*	\$157,872	\$174,539	+\$16,667
State Air Agencies			
DDOE**	\$18,945	\$20,945	\$ 2,000
MDE**	\$71,042	\$78,542	\$ 7,501
VDEQ	\$67,885	\$75,051	\$ 7,166
States. Subtotal	\$157,872	\$174,539	+\$16,667
TOTAL	\$473,616	\$523,616	+\$50,001
Special Project: **		\$ 10,000	
TOTAL w/ Special Project		\$533,616	

*Funding for the additional amount requested for FY14 is contingent upon USDOT funding allocation to the National Capital Transportation Planning Board (TPB) for FY 2014 and amendment of the FY 2014 Unified Planning Work Program (UPWP) adopted by the TPB on March 20, 2013, which provides a “flat-line budget of \$157,872 for the MWAQC work program along with the other elements of the TPB work program.

**MDE and DDOE are funding a Special Project (Appendix A).

***Proposed increase is contingent upon federal pass-through funding commitments being met and full additional funding from regional partners.

Table 2
Proposed FY2014 Air Quality Work Program Tasks
(Breakdown of Costs by Type)

Work Program Tasks	COG staff (\$)	Consultants(\$)	Direct\$	Total Cost (\$)
1. Emissions Inventory Development	46,607		2,000	\$48,607
2.SIP Development/Multi-pollutant Strategy	45,636		600	\$46,236
3. Local Measures	27,700	0	300	\$28,000
4. Transportation Conformity/Mobile Emissions Analysis	174,539	0		\$174,539
5. ACPAC, Public Participation	55,808		3,778	\$59,586
6. MWAQC, TAC and Exec. Ctte Support	102,339	0	11,275	\$113,614
7. Project Management	52,534	0	500	53,034
TOTAL, Core	\$505,441		\$18,175	\$523,616

Table 3. Air Quality Work Program Costs by Subtask, 7/1/13-6/30/14

Task/Subtask	Total Hours	Total \$	Total Direct costs	Total Project \$
I. Emissions Inventories				
Preparation of emissions inventories	425	48,009	598	48,607
II. Multipollutant Strategy Development				
	390	44,662	1,574	46,236
III. Local Measures				
	245	27,547	453	28,000
IV. Transp.Conformity/Mobile Em.				
1. Prepare Emissions Factors	657	74,615	0	74,605
2. Transportation Conformity Coord	779	99,934	0	99,934
Subtotal, Transp.Conform./Mob.Em.	1,436	174,539	0	174,539
V. Public Participation				
1. AQPAC Meetings (11)	451	39,313	1,080	40,393
2. Media and Public Outreach	230	16,495	2,698	19,193
Subtotal, Public Partic,Education	681	55,808	3,778	59,586
VI. MWAQC, TAC and Exec Ctte Support				
1.MWAQC Meetings (6)	375	37,823	7,000	44,823
2. Exec. Ctte Meetings (8)	45	5,564	0	5,564
3. TAC Ctte. Meetings (8)	364	40,448	4,072	44,520
4. EPA Region Coord/Consultation				
Subtotal, MWAQC Support	932	102,339	11,272	113,611
VII. Project Management				
1. Work Program, Financial Reporting & Billing	406	52,534	500	53,034
Total, Core	4,431	505,441	18,175	523,616

APPENDIX A: SPECIAL PROJECT For MDE and DDOE

Meeting Ozone and Climate Change Goals

A Strategy for Communicating the Washington DC Regions Challenges with Reducing NOx and CO2 Emissions from the Transportation Sector

This project will be a collaborative effort that involves a team consisting of COG, MDE and DDOE staff to develop draft products. These draft products will then be presented to MWAQC TAC for input and then to MWAQC for policy considerations.

A. The Team will develop a communication strategy and gap analysis designed to better explain the Washington DC areas challenges associated with reducing mobile source emissions to meet current and future ozone standards and climate change goals. The deliverables from this effort will be made available to MWAQC TAC for comment and MWAQC for potential action.

There are three primary products being developed under this special project. The work assignments and responsibilities for completing each product are spelled out in section B.

Three Primary Products Resulting From This Special Project:

- Long-range environmental benchmarks for transportation planning (the environmental emission benchmarks) for NOx and CO2 for selected future years for the mobile source sector that are consistent with attaining current and future ozone standards and the regions and states climate change goals. These benchmarks are to be based upon the best available scientific information (including photochemical modeling) related to meeting future standards and goals and include potential controls in other sectors.
- A 2013 Emission Reduction Opportunities Plan (the 2013 Plan) that identifies potential emission reduction options in the mobile source and transportation sector that could be implemented to reduce any gap between projected emissions of NOx and CO2 in the selected future years and the environmental emission benchmarks. These potential projects will be considered for inclusion in the “Gold Book”.
- A communication strategy that demonstrates the challenges faced by the region in reducing mobile source emissions by:
 - Comparing the projected emission of NOx and CO2 that are already generated as part of the conformity process to the environmental emission benchmarks and
 - Summarizing the new mobile source emission reduction options for the region to consider adopting and implementing.
 - This strategy will include language that explains how the transportation conformity budgets are set, how they are used and why they are not appropriate for use as targets or benchmarks to measure the progress needed to meet current and future ozone standards and goals.

The communication strategy, the environmental emissions benchmarks and the 2013 Plan will be presented to MWAQC. MWAQC may choose to use this information to better communicate with other key policy makers in the region, like the Transportation Planning Board.

B. Work assignments and responsibilities.

B1. Establishing the benchmarks

The team will gather available technical analyses and draft a short paper on the NOx and CO2 environmental emission benchmarks for NOx and CO2 for the transportation (mobile source) sector - for current and future ozone

standards and climate change goals. The paper will discuss the relationship between the environmental emission benchmarks for the transportation sector and the additional reductions being assumed in other (point, area and nonroad) sectors..

Deliverable – Paper on the environmental emission targets

B2. Comparing the environmental emission benchmarks to projected mobile source emissions.

The team will draft a short paper that identifies the gap between projected emissions and the environmental emission benchmarks.

Deliverable –Paper on the gap between projected emissions and environmental emission benchmarks

B3. The 2013 Plan

The Team will develop an outline for the 2013 Plan. Again the plan is designed to summarize available emission reduction opportunities that can be considered by the region to close the gap between projected emissions and the environmental emission targets.

The plan will include new technologies and fuels like the Tier 3 and Low Sulfur Fuel Program and transportation demand management strategies like the list of Transportation Emission Reduction Measures (TERMS) that are routinely considered by TPB for inclusion in transportation plans.

MDE and DDOE will take the lead on technology and fuels. The COG staff will use readily available information and take the lead on the transportation demand management (TDM) and smart growth elements of the 2013 Plan and summarize any local initiatives that help reduce mobile source emissions. The COG staff will also be responsible for blending the MDE/DDOE work with the COG work into a single document.

Deliverable – 2013 Plan that identifies cost effective emission reduction opportunities to reduce mobile source NOx and CO2 emissions. The 2013 Plan is intended to provide policy makers with a clear, simple description of new control measures that can be considered for additional analysis and then inclusion in the next round of updates to the regions' air quality and transportation plans including the next Transportation Improvement Plan (TIP) and the next Constrained Long Range Plan (CLRP).

B4. The Communication Strategy

The team will use the above deliverables to draft a communication strategy that is designed to fairly communicate the challenges faced by the region in reducing mobile source NOx and CO2 emissions

Deliverable - communication plan

B5. Briefings to MWAQC TAC and MWAQC

The COG staff will set up a special meeting to brief the MWAQC TAC on the Communication Strategy. This meeting could also be part of a routine meeting of the MWAQC TAC. MWAQC TAC will be asked to comment on the communication strategy. MDE and DDOE will work with the COG staff to develop the briefing to MWAQC TAC

The Team will include a briefing to MWAQC on the communication strategy – and the technical analyses that supports the communication strategy. The COG staff will work with MDE and DDOE to draft the briefing to MWAQC.

Deliverables - At least one briefing to MWAQC TAC. At least one briefing to MWAQC.