

MWAQC Technical Advisory Committee
Meeting Summary
December 6, 2022, 10 AM to 11:10 AM

Present:

Roger Thunell, Maryland Department of the Environment
Chris Voigt, Virginia Department of Transportation
Collin Burrell, District Department of Energy & Environment
Doris McLeod, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Transportation
John Kinsman, Edison Electric Institute
Malcolm Watson, Fairfax County Department of Transportation
Marcia Ways, Maryland Department of the Environment
Mathew Gaskin, District Department of Transportation
Regina Moore, Virginia Department of Transportation
Richard Dooley, Arlington County
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Sophia Cortazzo, Maryland Department of Transportation
Thatch Gerike, District Department of Energy & Environment
Thomas Foster, Virginia Department of Environmental Quality
Tom Ballou, Virginia Department of Environmental Quality
Virginia Burke, Maryland Department of Transportation
Greg Becoat, EPA Region 3

Staff:

Sunil Kumar, COG/DEP
Dusan Vuksan, COG/DTP
Erin Morrow, COG/DTP
Jane Posey, COG/DTP
Jeff King, COG/DEP
Jen Desimone, COG/DEP
Jinchul Park, COG/DTP
Leah Boggs, COG/DEP
Mark Moran, COG/DTP
Nick Ramfos, COG/DTP
Tim Masters, COGDEP
Wanda Owens, COG/DTP

1. Call to Order and Review of Meeting Summary

Chair Roger Thunell called the meeting to order at 10 am. The November 9th meeting summary was approved with a change. A typo in the spelling of Leah Boggs's name was fixed.

2. State of Commute Survey

Nick Ramfos briefed members on the State of Commute survey. He discussed the methodology and background of the survey along with commute patterns, telecommuting class teleworking, commuter ease and satisfaction, and employer services. The survey was

conducted as part of COG/TPB's Commuter Connections program, which is undertaken every three years. This survey is a little different with last survey before pandemic and included additional questions related to travel impacts of the pandemic. A few important results are noted below.

Telework accounted for almost half of weekly commute trips, drive alone closely followed at 40%, and transit accounted for less than 1 in 10 trips.

Pandemic has caused a major shift in travel mode trend with a fivefold increase noted in telework, threefold decrease in transit, and the largest drop in drive alone trips since 2010. Pandemic caused major change - 76% of carpool with family members (Pre-pandemic, 2019, 56% were household Carpools), casual carpooling (Slugging) dropped significantly - 4% of all carpools (Pre-pandemic, 2019, 20% of all carpools).

Telework has had an impact on workday commuting in 2022 with more than fourfold increase since 2019 noted. Average frequency of commute is about the same as in 2019 (50%).

More commuters reported easier commute. 56% of respondents said their employers offered commute services at the workplace.

Tom Ballou asked the reason for some dissatisfaction towards transit. Nick attributed that to issues related to reliability, person and infrastructure safety, reduced services, etc.

3. 2020 GHG Inventory

Tim Masters briefed members on the 2020 greenhouse gas inventory for the Washington region. GHG emissions decreased by 24 percent from 2005 to 2020 in metropolitan Washington, which is more than the goal (20%). The 17.3 MMT CO₂e of GHG emissions reduced from 2005 to 2020 is the equivalent of taking 3.3 million homes off the grid for one year. Per capita emission over that same timeframe was reduced by 37%. As of 2020, the energy used in the buildings and transportation sector account for 90% of GHG emissions in our region and therefore, that's where the focus of our attention is for reducing GHG emissions. A cleaner electric grid, reduced VMT per person and decreased commercial energy intensity are the top drivers of GHG emission reduction. To get to the 50% by 2030 goal, the key areas in the building sector are clean electricity and zero energy buildings. The key areas in the transportation sector are zero emission vehicles, mode shift and travel behavior. Looking forward, we need to push towards the zeros - zero carbon/carbon neutral grid, ZEBs, ZEVs and ZW. Roger asked if the GHG emissions calculation methodology was consumption based. Tim confirmed that.

4. A. 2008 Ozone NAAQS Maintenance Plan Update

Sunil Kumar updated members on the status of the plan. Specifically, he mentioned the proposed methodology sent to EPA for updating the plan. He referred to Greg Becoat regarding EPA's response and its likely timeline. Greg said that the plan needs to demonstrate that growth assumptions have not changed since the plan was submitted last. He said that he can send a few examples of such demonstrations. Roger asked if a paragraph stating that would be sufficient. Greg said that he can send some language to show that. Doris asked about the timeline for EPA's response. Greg said that he will send them before holidays.

B. 2008 Ozone NAAQS Maintenance Plan Update Schedule

Sunil Kumar presented the schedule, which did not change since it was presented to MWAQC-TAC last. Jane said that if EPA can confirm that they can approve the plan update by mid-2024, then that will work with TPB's current schedule. Roger said that we can put

that date as tentative as deciding a certain date seems difficult. Roger asked Sunil how to address EPA's expected response to the plan methodology. Sunil suggested two approaches. First, we can send the draft plan to EPA with the write up included in it providing the rationale for not updating the point, nonpoint, and MAR sources and let EPA comment on that. Second, we can send that right up to EPA while we are still working on the plan in parallel. The second approach will save the time. Roger preferred the second approach.

5. State/Local Updates

The District and Maryland had no updates. Tom Ballou said that the State Air Pollution Control Board meeting is taking place on December 10th. The Carbon trading rule could be repealed.

The meeting ended at 11:10 am.