

MWAQC Technical Advisory Committee
Meeting Summary
September 11, 2012 10:00 to 11:45
Teleconference

Present:

Leta Mach, Greenbelt
Tom Ballou, Virginia Department of Environmental Quality
Doris McLeod, Virginia Department of Environmental Quality
Elizabeth Aiken, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Anna Prados, Fairfax County Federation of Citizens Associations
Monica Backmon, Prince William County
Austina Casey, District Department of Transportation
Randy Carroll, Maryland Department of the Environment
Diane Franks, Maryland Department of the Environment
Barbara Hardy, Fairfax County Department of Health
Gwen Kennedy, Loudoun County
Jon Kinsman, Edison Electric Institute
Jim Ponticello, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation
Howard Simons, Maryland Department of Transportation
Cecily Beall, District Department of the Environment
Ram Tangirala, District Department of the Environment
Jessica Daniels, District Department of the Environment
Khoa Tran, City of Alexandria
Mike Lake, Fairfax County Department of Transportation

Staff:

Sunil Kumar, COG/DEP
Joan Rohlf, COG/DEP
Jeff King, COG/DEP
Ron Kirby, COG/DTP
Elena Constantine, COG/DTP
Jane Posey, COG/DTP
Bill Bacon, COG/DTP
Eulalie Lucas, COG/DTP

1. Call to Order and Review of Meeting Summary (July 10, 2012)

Tom Ballou called the meeting to order at 10:10. The July 10, 2012 meeting summary was approved with no changes.

2. Ozone Season Summary

Sunil Kumar presented the ozone season summary. There have been 3 code red and 16 code orange days leading to a total of 19 exceedances this year. Favorable metrological conditions along with long range transport of ozone and its precursors from outside the region caused ozone exceedances. The record heat wave has involved 53 days so far with temperatures greater than 90 degrees. In spite of that, there have

been fewer exceedances this year compared to previous years. The Design Value for the region increased for 2012 since the data from 2009 (which was a cool year with very few air quality problems) are no longer factored into the DV calculations. The periods of July and January-July average 2012 are one of the warmest on record in the Washington region.

3. CSAPR Court Action Briefing

Joan Rohlf's briefed the members on the recent action taken by The U.S. Court of Appeals for the D.C. Circuit regarding the Cross-State Air Pollution Rule (CSAPR). The court vacated the CSAPR in August 2012 while retaining the CAIR rule for the time EPA develops a replacement rule.

4. CAFÉ Standard Update

Jeff King briefed the members on EPA's recent rules on greenhouse gas & fuel efficiency (CAFÉ) standards for cars and light-duty trucks for model years 2017-2025. An average industry fleet-wide emissions level of 163 grams/mile CO₂ in model year 2025 equivalent to 54.5 miles per gallon (mpg) will be achieved with this rule. Over lifetime of vehicles sold during 2017-2025, this rule will save 4 billion barrels of oil and reduce GHGs by 2 billion metric tons.

Howard Simons asked how the baseline was decided for greenhouse gas (GHG) projections in slide #7 of the above presentation. Ron Kirby explained the reasons for the baseline and added that the baseline and projections for GHGs (slide #7 & 8) need to be looked at again in light of the new federal actions and mobile model (MOVES). Tad Aburn asked Ron if GHG projection work was part of CEEPC or TPB process. Ron replied that it was part of TPB process but also presented to CEEPC. He further said future projections would be updated with the 2040 analysis and include assumptions about electric vehicles, more fuel efficient vehicles, demand management assumption about fleet, etc.

5. MDE Transportation GHG Reduction Initiative Update

Tad Aburn updated the members about MDE's long range planning rule related to transportation emissions. This rule sets up voluntary targets for CO₂ and NO_x. NO_x level is set up at 90% of the currently projected NO_x emissions for 2030 and 2040 in the constrained long range transportation conformity plan (CLRP). If the targets are not met, then the transportation sector needs to adopt a strategy to do so in the future. This draft rule is scheduled to be finalized by December 2012. VDOT and VDEQ are opposed to this rule. Tad said MDE received good feedback on this initiative and came across a few regulatory issues. However, it was moving forward with it. He informed the group about the upcoming October 2012 stakeholder meeting on this issue. Jim Ponticello said that he provided comments on the rule related to Virginia jurisdictions and though the rules were reversed, he just wanted to point that out. Tad said that this rule only concerns Maryland MPOs and other MPOs, which make rules that affect Maryland air quality. He said he was willing to work with Virginia on adopting alternative approaches if they do not like the regulatory approach. Anna Prados asked about the response received in the previous stakeholder meetings on this issue. Tad said MDE was working to address the comments received in those meetings. He also said that most people agree to include the long range environmental goals in the long range transportation plan and that he was open to any discussion in this respect.

6. 2012 CLRP Update to Include 2015 Analysis

Jane Posey briefed the members about including a new analysis year 2015 to meet the transportation conformity requirements for the 2008 ozone standard. Since 2015 is attainment date for the 2008 ozone standard, TPB needs to add an analysis to the already submitted 2012 CLRP analysis. Jeff King asked about excluding the 2017 CLRP analysis to reduce the work load. Jane said that depends on what happens to the PM_{2.5} redesignation request and maintenance plan.

7. MAP-21 Transportation Bill Briefing

Ron Kirby briefed the members about the new transportation bill called “Moving Ahead for Progress in the 21st Century (MAP-21)”, which was signed into law in July 2012 and will become effective in October 2012. This bill seeks to establish emissions targets specifically fine particles in addition to other transportation related goals. This will be achieved by funding projects that reduce such fine particulate matter emissions in PM_{2.5} nonattainment and maintenance areas (such as, Washington metropolitan region), including diesel retrofits. Progress toward the targets will be referenced in plans and TIPs. Since there is no mention of greenhouse gases, it will be up to the individual metropolitan planning organizations (MPOs) to decide on that. He said the performance measures are being drafted now, so there is a chance for people to comment on it now.

8. PM_{2.5} Redesignation Request and Maintenance Plan - Motor Vehicle Emission Budgets and Safety Margins

Tom Ballou briefed the members on the steps leading to the compromise decision by the state air agencies and DOTs on the issue of mobile budgets for the PM_{2.5} Redesignation Request and Maintenance Plan. Leta Mach took over from Tom and described briefly the history of the above mobile budget decision and the development of two separate documents (state compromise overview document and a document containing the language for addressing mobile budgets to be used in the above plan). Tom described the two documents briefly. It was decided to send the language to EPA for their review before finalizing the plan. Anna wanted to know the reason for buffers. Tom said it was a decision based on a compromise among state air and transportation agencies.

Tom and Joan asked the group if they had any objections to the overview and SIP language documents. Ron commented that he was not sure if EPA would approve the two tier budgets, but had no objections to the documents. He suggested sending the SIP language document addressing mobile budgets to EPA for their review and comments. Everyone agreed to Ron’s idea of sending the mobile budget language to EPA for their comments. State air agencies asked Joan to send the document to EPA’s Martin Kotsch and Donna Mastro while copying the state air agencies. Ram suggested a conference call with EPA to discuss this issue, if needed.

Ron Kirby talked about his memorandum addressed to MWAQC-TAC (dated: 09.11.2012) regarding the transportation buffers for mobile emissions for 2017 and 2025. He cited the August 2012 issue of Consumer Reports, which states that the aging of the vehicle fleet is being driven in part by long-term increased durability factors, as well as by short-term economic conditions. Therefore, Ron underscored the importance of providing safety margins in the 2017 and 2025 mobile emissions budgets to allow for potential further aging of the vehicle fleet in addition to other factors outside the control of the MPO process. He also said that based on the feedback he received during the August 7-8, 2012 NTAQS meeting in Philadelphia, the use of safety margins seems to be a common practice for maintenance plans for all of the same reasons as are being addressed in the Washington region.

9. Other Business

Joan informed the group that EPA was holding a public meeting at MWCOG premises on October 1, 5 PM to seek comments on its federal plant-wide application permit. It is important from the point of view of fine particles.

10. State and Local Updates

Tom Ballou reported for Virginia. VDEQ is in the process of evaluating the implications of the court action on CSAPR.

Diane Franks reported for Maryland. There will be a stakeholder meeting on October 11, 2012 for MDE's proposed long range transportation planning regulation. Maryland is updating its Clean Car rule after

California updated its rule.

The District of Columbia did not have any updates.

Khoa Tran reported for Alexandria. He said the power plant there is on schedule for its shut-down. The mayor is planning a press conference on this issue. This is expected to be a big event.

The meeting was adjourned at 11:45. The next meeting will be held Tuesday, October 9, 2012.