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

# Air Quality Planning
# Work Program and Budget

## July 1, 2015 through June 30, 2016
Adopted May xx, 2015

**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, 2015 and June 30, 2016. 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 particle matter ($PM_{2.5}$) 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 and meeting the deadlines required by the Clean Air Act.

**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 carbon monoxide (CO), ozone, and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) 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 provided to the States for incorporation in the State Implementation Plan (SIP) for submittal to EPA.

**Air Quality Classifications of the Washington Metropolitan Region**

Ozone Standard[1]:

EPA designated the metropolitan Washington region as moderate nonattainment for the 8-hour ozone NAAQS in January 2004. The 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 1997 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, City of Manassas Park 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 as not attaining the 2008 ozone 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. EPA is currently reviewing the 2008 standard and published, in January 2014, a second external review draft of the policy assessment for the review of the 2008 ozone NAAQS.

In May 2012 EPA designated the Washington, DC-MD-VA Metropolitan Area as "Marginal" nonattainment for the 2008 ozone standard. The Washington region and all Marginal nonattainment areas have a deadline of 2015 to attain the 75 ppb standard.

EPA published notice in December 2014 that it intends to lower the ozone standard, based on health effects, to between 65 and 70 ppb. EPA has said the final rule will be published by October 1, 2015. The lower standard may require a revision to the State Implementation Plan for ozone and increased controls on emissions of ozone.

<u>$PM_{2.5}$ Standard ("Fine Particles"):</u>
EPA designated the metropolitan Washington region as nonattainment for the 1997 annual $PM_{2.5}$ NAAQS (15 micrograms per cubic meter, ug/$m^3$) in January 2005. The state implementation plan adopting all requirements for the 1997 $PM_{2.5}$ standard was submitted in 2008.[6] The geographic scope of the $PM_{2.5}$ NAAQS Washington region nonattainment area is the same as for the 1997 8-hour ozone NAAQS, 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 $PM_{2.5}$ NAAQS.[7] Due to monitoring data showing compliance with the 2006 $PM_{2.5}$ NAAQS, which reduced the daily standard to 35 µg/$m^3$, EPA designated the region attainment for that standard. Therefore, no attainment planning is required for the 2006 $PM_{2.5}$ NAAQS.

On December 14, 2012, EPA announced a revised $PM_{2.5}$ NAAQS, which lowered the annual standard to 12 ug/$m^3$. The Metropolitan Washington region's level of fine particles for 2011 and 2012

[3] Federal Register: September 4, 2009 (Volume 74, Number 171)]
[Page 45853]
[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.

are below the 2012 $PM_{2.5}$ NAAQS, so the region currently meets the 2012 standard. The region is not expected to have any planning requirements for the 2012 $PM_{2.5}$ NAAQS.

In spring 2013 MWAQC and the States requested EPA to redesignate the Washington region to attainment of the 1997 $PM_{2.5}$ NAAQS. In September 2014, EPA redesignated the area as in attainment.

Carbon Monoxide Standard:
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.

$SO_2$ Standard:
EPA revised the primary $SO_2$ standard, published in the Federal Register on June 22, 2010, by establishing a new 1-hour standard at a level of 75 ppb. By January 15, 2016, air agencies would be required to submit to EPA a list identifying the specific sources in the state around which SO2 air quality is to be characterized, and indicating the air agency's approach to characterizing air quality around the source either through monitoring, modeling or a combination. EPA published two draft guidance documents for this purpose, which provide guidance for conducting monitoring and modeling analysis for attainment designations. EPA is encouraging states to submit modeling analyses and updated designation recommendations by January 13, 2017. By December 2017, the EPA intends to issue final designations for areas with modeled violations. If states chose to characterize air quality for certain SO2 sources through ambient monitoring then they must have any relocated and/or new monitors operational by January 1, 2017. Designations based on three years of monitoring data (2017 through 2019) would be completed in 2020.

$NO_2$ Standard:
EPA's final $NO_2$ 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 $NO_2$ 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 $NO_2$ roadside monitors that were required. The monitoring network was expected to be operational in 2013, but in March 2013, EPA issued a rule revision requiring states and local agencies to begin operating the roadside NO2 monitoring network in phases between January 1, 2014 and January 1, 2017. This amends the 2010 rule that originally required all new NO2 monitors to begin operating on January 1, 2013. Designations will be revised once three years of data from the roadside monitors is available. The states have primary responsibility for developing the required planning documents for the 2010 $NO_2$ NAAQS.

**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 1997 or 2008 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.

Officers of MWAQC are the Honorable David Snyder, Chair (Council, City of Falls Church); Honorable Michael DeMarco, Vice Chair (Council, City of Fairfax); Honorable Brianna Nadeau, Vice Chair (Council of the District of Columbia); Honorable Hans Reimer, Vice Chair (Council, Montgomery County). Elections of officers were held on March 4, 2015.

**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. It is 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. The 2015 TAC is chaired by Tad Aburn, Maryland Department of the Environment.

## II. FY 2016 MWAQC Work Program Objectives

MWAQC and the states will continue to work towards meeting the 2008 ozone NAAQS by 2015 and lay the ground work for a revised ozone standard. Control measures will be evaluated on their ability to cost-effectively reduce ozone precursors: NOx and VOC. For control programs that may provide co-benefits by reducing $SO_2$, $PM_{2.5}$ or greenhouse gas emissions, those reductions may also be quantified. The core work program will also provide technical support for implementing local government air quality initiatives.

In FY 2016 MWAQC Core Program objectives:

- Prepare ground work to develop a State Implementation Plan (SIP) for the 2008 Ozone NAAQS. This is needed in the event the Washington region is reclassified to a Moderate Nonattainment Area.
- Finalize the Reasonable Further Progress (RFP) plan as required by the agreement placed in the 1997 $PM_{2.5}$ NAAQS redesignation request and maintenance plan.
- Develop RFP and attainment year inventories for ozone.
- Develop updated 2017 and 2025 mobile vehicle emissions budgets for $NO_x$ and $PM_{2.5}$ for the 1997 $PM_{2.5}$ Maintenance Plan.
- MOVES2014 model revisions and implementation.
- Review and comment on transportation conformity assessments for ozone, $PM_{2.5}$, and CO.
- Work with the Region Forward Coalition, TPB, CEEPC, and COG to identify and coordinate opportunities to advance strategies identified in the Regional Transportation Priorities Plan (RTPP).
- Identify cost-effective control measures to meet the requirements of attaining the 2008 ozone standard and future standards.
- Work with the Multi-Sector Greenhouse Gas Workgroup to develop actions that provide co-benefits for reducing emission of ozone precursors.
- Coordinate air quality planning with state and local Clean Energy Programs.

**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 $PM_{2.5}$, 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**

Five MWAQC meetings are proposed during the 12-month period. The Committee will review and discuss policy implications of federal guidance and proposed revisions of NAAQS for ozone, and to take actions such as commenting on guidance and policies potentially recommending SIP revisions for approval as needed for the region and reviewing designation criteria and regional data.

**Forecast for Air Quality Planning, 2015-2016**

*There is considerable uncertainty next year regarding EPA's proposed regulations and the timing of the proposals and actions such as SIP approvals.* A partial list of the issues affecting the Washington region includes: revision of the federal ozone standard and attaining the 2008 ozone standard by the required deadline.

If the region's air quality data (2012-2014) does not meet the 2008 ozone standard of 75 ppb, EPA may notify the states and MWAQC that they did not meet the 2008 ozone standard by June 20, 2016. EPA may bump up the region to the "moderate nonattainment" classification, requiring the region to meet the standard by 2018. For this reason, the states propose that MWAQC develop 2018 inventories in 2014-2015 as resources allow. However, 2013 and 2014 monitoring data for the region was exceptionally clean. Design value information for 2014 will not be available until the spring of 2015. Any change in classification will affect this work plan period.

Alternatively, EPA is expected to propose a new, more stringent ozone standard in 2015. If so, the new standard would likely be finalized by late 2015 or 2016. Designations would take place two to three years after the new standard is finalized, if EPA meets the deadlines within the CAA. Compliance deadlines for the standard as well as planning requirements for the standard would be determined by the area's designation and classification for the new standard.

This document is intended to guide the activities of MWAQC through the twelve month period from July 1, 2015 to June 30, 2016. In subsequent sections the reader will find detailed descriptions of the seven major work program areas that are included in this 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/Multi-Sector Strategy Development
3. Local Measures
4. Transportation Conformity/Mobile Emissions Analysis
5. Public Participation
6. MWAQC Support
7. Program Management

Costs for each of the above tasks are also included along with more detailed descriptions in Section III 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 EPA deadlines as interpreted by MWAQC are achieved.

## III. FY 2016 Work Program Task Descriptions

Following is a detailed description of the seven major work program areas.

### 1. Emissions Inventory Development ($48,607)

The 2008 ozone standard, currently in effect, is 75 ppb. EPA published notice that it intends to lower the ozone standard, based on health effects, to between 65 and 70 ppb. The final rule is expected to be published in October 2015. This may affect whether or not a 2008 ozone SIP plan is needed.

If required, MWAQC and the States will develop an ozone SIP for the 2008 ozone standard. MWAQC states agreed to develop a preliminary RFP plan in 2012 as part of a compromise on approving mobile budgets for the 1997 $PM_{2.5}$ NAAQS Maintenance Plan, submitted in spring 2013. If MWAQC decides to develop a SIP for the 2008 ozone NAAQS, the preliminary RFP plan and inventory developed in 2014 would need to be finalized with the latest growth and control assumptions. Staff will develop an attainment year inventory. Staff will work with the states to identify the range of control measures and voluntary actions that may be needed for future year inventories. Staff also will participate in Ozone Transport Commission (OTC) and Mid-Atlantic Region Air Management Association (MARAMA) inventory development to keep track of various VOC and $NO_x$ control measures being adopted by states to reduce ozone. Identification of control measures and voluntary actions will help in attaining any future tougher ozone NAAQS, if MWAQC decides not to work on a SIP for the 2008 Ozone NAAQS.

Attainment modeling for ozone SIPs will be conducted by Regional Planning Organizations such as the OTC. Staff will participate in and track larger scale attainment modeling efforts at OTC and regional modeling centers in OTC states. 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 inputs as needed to evaluate and understand the results of available modeling exercises. COG staff will present informational briefings on the results of modeling exercises to TAC and MWAQC.

As a revision to the 1997 $PM_{2.5}$ NAAQS maintenance plan, staff will finalize an updated 2017 and 2025 MVEBs for $NO_x$ and $PM_{2.5}$.[8] MWAQC and TPB staff will work together to ensure appropriate inputs are developed and used for the modeling effort.

| **Deliverables:** | **Deadline:** |
|---|---|
| a) Finalize 2017 and 2025 $NO_X$ and $PM_{2.5}$ Budgets | December 2015 |
| b) Extension Request for 2008 Ozone Standard | August 2015 |
| c) Plan for Designation of a Revised Ozone Standard | Ongoing |
| d) Develop RFP and Attainment Year Inventories | May 2016 |
| e) Identify Actions Needed for Inventories | June 2016 |
| f) Emissions Inventory Subcommittee Calls | As needed |
| g) Meetings of UMD/MDE Modeling (RAAMP) | Quarterly |

**2. SIP/Multi-Sector Strategy Development ($46,236)**

[8] As agreed to in Appendix D of the 1997 $PM_{2.5}$ NAAQS Redesignation Request and Maintenance Plan which was submitted in June 2013. The Appendix D document is attached to this work plan for reference.

The main focus areas will be ozone planning and identifying cost-effective 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 July 2015 to meet the standard.

If requested, staff will develop a letter requesting an extension of the attainment date to meet the 2008 ozone standard.

Consistent with Appendix D to the PM2.5 Maintenance Plan, the Washington DC-MD-VA area commits to planning to identify appropriate strategies to help the area achieve and maintain compliance with a potential bump-up of the region to a moderate classification for the 2008 ozone NAAQS, as well as any future ozone NAAQS. This planning process will include the development of a 15% Reasonable Further Progress Plan and an attainment plan. These plans may be needed for use by States as part of a SIP submittal if the area is bumped up by EPA to a "moderate" or higher classification in 2016. Additionally, staff will work with state and local governments to identify early actions that can proactively be put in place to achieve the ozone standards. Staff will coordinate with OTC/MARAMA ozone precursor pollutant inventory development and photochemical modeling. Staff will also work with the States to lay the groundwork for designation of a revised ozone standard. With a revised ozone standard expected in late 2015, staff will provide support for the designation and planning process related to the revised ozone standard.

Staff will track implementation and support state and local efforts to adopt regulatory and voluntary measures as approved in the Regional Action Plan. Staff will participate in the Multi-Sector Greenhouse Gas Workgroup and its subcommittees and coordinate with the States and localities to develop a multi-sector strategy for the reduction of ozone precursors and carbon dioxide ($CO_2$). Measures will be evaluated in terms of their potential to reduce ozone precursors and cost-effectiveness. Co-benefits from these measures in terms of reductions of VOC, $NO_x$, CO, $PM2_{.5}$ and $SO_2$ may also be quantified.

Staff will work with the Region Forward Coalition, TPB, CEEPC, and COG to identify opportunities to advance the strategies identified in the Regional Transportation Priorities Plan (RTPP) for region-wide implementation.

Staff will quantify benefits from Energy Efficiency and Renewable Energy programs and projects (EERE) for potential 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 $NO_x$, $SO_2$, and $CO_2$.

Staff will follow changes in requirements for monitoring networks, such as near-road monitors. Staff will review and brief MWAQC on proposed federal and state regulatory initiatives affecting the region and develop comment letters as required.

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

| **Deliverables:** | **Deadline:** |
|---|---|
| a) Develop an updated RFP and attainment plans | May 2016 |
| b) Develop potential strategies to reduce ozone precursors and identify potential co-benefits from the Multi-Sector Greenhouse Gas emission reduction measures | May 2016 |
| c) Track implementation of state and local control measures | Ongoing |
| d) Reports on State Legislative Activity | As needed |
| e) Participate in the Greenhouse Gas Multi-Sector Workgroup | As needed |

**3. Local Measures ($28,000)**

MWAQC staff will promote local government actions to reduce ozone precursors by highlighting and prioritizing state and local measures in the revised Gold Book. 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, $PM_{2.5}$, and co-benefits for greenhouse gases and to provide a methodology for calculating and reporting evidence of actions taken. Staff will help with the measurement and evaluation of local measures to be potentially included as voluntary and/or supplemental measures in a SIP if required for a new ozone standard.

Also as part of this initiative, staff participates with groups such as the regional Tree Canopy Workgroup that focuses on regional tree canopy management, the Electric Vehicle Workgroup and similar efforts that will help reduce emissions. MWAQC staff will continue to manage Diesel Emissions Reduction Act (DERA) projects and seek funding for new projects.

| **Deliverables:** | **Deadline:** |
|---|---|
| a) Update Local Measures | Spring 2016 |
| b) Regional Workgroups | As Scheduled |

**4. Transportation Conformity/Mobile Emissions Analysis ($174,539)**

During FY 2016, TPB will be executing two cycles of its annual Air Quality Conformity Determination: the 2015 CLRP & FY2015-20 TIP Air Quality Conformity Determination (expected to be approved by the TPB in October 2015), and the 2016 CLRP & FY2017-22 TIP Air Quality Conformity Determination (expected to be approved by the TPB in October 2016).

MWAQC staff will review and comment on the inputs, outputs, and MRS files for the conformity analysis for the 8-hour ozone, $PM_{2.5}$ and CO standards. With respect to non-travel related MOVES model inputs, MWAQC staff will coordinate with states to acquire Inspection & Maintenance programs parameters and fuel supply and formulation characteristics. MWAQC staff will review such data for accuracy and for MOVES-ready format compliance. In addition, MWAQC staff will obtain, review and process meteorology data and upon organizing them into

a MOVES-ready format will transmit such data to DTP for direct incorporation into the air quality conformity MOVES model runs. Upon execution of the MOVES model runs, TPB staff will forward the input, output and MRS files of the milestone years of the conformity analyses to MWAQC staff for review and approval.

The Conformity Subcommittee may choose to review regional transportation conformity work and participate in the TPB interagency consultation process. Upon request by the TPB and the TPB Technical Committee, staff may provide briefings on EPA rulings, new air quality standards, and guidance as they apply to conformity in the Washington region.

In addition to the above work activities, MWAQC staff will also work closely with state air and transportation agencies and COG TPB staff to continue to develop inputs for the MOVES model (MOVES2014).

| **Deliverables:** | **Deadline:** |
|---|---|
| a) Comment on Conformity Scope | January 2016 |
| b) Comment on Transportation Conformity Analysis | June 2016 |
| c) Provide Briefings and Written Reports to TPB and TPB Technical Committee | As needed |
| d) MOVES2014 Revisions and Implementation | As needed |

**5. Public Participation ($59,586)**

Task 1: ACPAC

Staff will support the Air and Climate Public Advisory Committee (ACPAC), an advisory committee to MWAQC and to the Climate, Energy and Environment Policy Committee (CEEPC), 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 approximately eleven times in 2015-2016. The ACPAC Chair will participate in MWAQC and MWAQC TAC meetings as needed, and will work with staff to report on the Committee's deliberations and recommendations as a regular part of MWAQC meetings.

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 and progress. Staff will make periodic reports about the air quality challenge associated with the current and future ozone standard, current emissions and related air quality trends to the COG Board of Directors, Chief Administrative Officers' Committee 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:** | **Deadline:** |
|---|---|
| a) ACPAC Meetings | 11 meetings as scheduled |
| b) Member Recruitment | November - December |

| | |
|---|---|
| c) Response to Media Inquiries | Ongoing |
| d) Prepare Press Releases | As needed |

**6. MWAQC Support ($113,611)**

MWAQC Support includes staff support for MWAQC meetings, MWAQC Executive Committee and the TAC meetings. MWAQC will hold four to five regular business meetings to discuss regulations, guidance and legislation about air quality issues affecting the Washington region and whether or not to comment or act on proposed plans.

The TAC will meet monthly, with frequent subcommittee meetings. The Executive Committee will continue to meet monthly, more frequently if needed.

| **Deliverables:** | **Deadline:** |
|---|---|
| a) MWAQC Meetings (4-5) | As scheduled |
| b) MWAQC Executive Ctte Calls | Monthly (no August meeting) |
| c) Technical Advisory Ctte Meetings | Monthly (no August meeting) |

**7. Project Management ($53,034)**

Staff will prepare a draft work program and budget for the fiscal year 2017. Staff 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:** |
|---|---|
| a) State Air Agency Coordination Calls | Monthly |
| b) Quarterly Expense and Progress Reports | Quarterly |
| c) MWAQC Budget Committee | Meetings, calls as needed |
| d) Draft MWAQC FY2017 Work Program and Budget | February 2016 |
| e) Adopt MWAQC FY2017 Work Program and Budget | May 2016 |

## IV. Funding Sources and Projected Budget

The MWAQC Work Program for FY 2016 is a 12-month work program and budget for the period from July 1, 2015 to June 30, 2016.

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 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 funding by task is shown in Table 2. 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."

Note that the funding from the TPB to support air quality planning and conformity is contingent upon TPB's approval of the Unified Planning Work Program (UPWP) for FY 2016 which is scheduled for March 2015.

**Table 1**
FY 2016 MWAQC Funding Contributions by Source

| **Source** | **Approved FY 2015** | **Requested FY 2016** | **Change** |
|---|---|---|---|
| COG member jurisdictions | $174,539 | $174,539 | |
| State DOT/TPB* | $174,539 | $174,539 | |
| State Air Agencies | | | |
| DDOE | $20,945 | $20,945 | |
| MDE | $78,542 | $78,542 | |
| VDEQ | $75,051 | $75,051 | |
| States. Subtotal | $174,539 | $174,539 | |
| TOTAL | $523,616 | $523,616 | 0 |

*TPB funding is contingent on approval of the Unified Planning Work Program for FY 2016. The amount of funding will be confirmed in September 2015.

**Table 2**
FY 2016 Air Quality Core 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/Multi-pollutant Strategy Development** | 45,636 | | 600 | $46,236 |
| **3. Local Measures** | 27,700 | | 300 | $28,000 |
| **4. Transportation Conformity/Mobile Emissions Analysis** | 174,539 | | 0 | $174,539 |
| **5. Public Participation** | 55,808 | | 3,778 | $59,586 |
| **6. MWAQC Support** | 102,339 | | 11,275 | $113,614 |
| **7. Project Management** | 52,534 | | 500 | 53,034 |
| **TOTAL** | $505,441 | $0 | $18,175 | $523,616 |

## Reference:

# Appendix D

### Washington DC-MD-VA
### State Compromise Overview:
### PM $_{2.5}$ Maintenance Plan Motor Vehicle Emissions Budgets

### September 10, 2012*

1. The initial Tier 1 MVEBS are based on mobile emissions inventory projections for 2017 and 2025, with 28 tons added to the 2025 PM2.5 budget to enable conformity with the 2040 horizon year. The primary Tier 2 MVEBS have 20% transportation buffers applied to all pollutants in 2017 and 2025. The transportation buffers are provided to accommodate uncertainties primarily due to model changes and to vehicle fleet turnover that may affect future motor vehicle emissions inventories.

2. The Washington DC-MD-VA area commits to evaluating and submitting, as a revision to the 1997 $PM_{2.5}$ NAAQS maintenance plan, updated annual 2017 and 2025 MVEBs for NOx and $PM_{2.5}$ by the end of 2015. These budgets will again be re-evaluated in the 2018 timeframe to accommodate transportation planning issues when the Constrained Long Range Plan horizon year is extended beyond 2040.

3. The Washington DC-MD-VA area commits to begin planning to identify appropriate strategies to help the area achieve and maintain compliance with a potential bump-up of the region to a moderate classification for the 2008 ozone NAAQS, as well as any future ozone NAAQS. This planning process will include, but is not limited to, the development of a preliminary 15% Rate of Progress Plan.

4. The Washington DC-MD-VA area will work with jurisdictions and EPA to demonstrate the feasibility of (and get SIP credit for) achieving reductions across the entire region from market forces that will result in cleaner products being distributed across the entire region even when the regulations driving the cleaner products have only been adopted in a part of the region.

5. Maryland and the District of Columbia will work to adopt at least five new regulations to insure that, to the extent the transportation buffers are triggered, that there is no environmental degradation in the Maryland and the District of Columbia portions of the nonattainment area. These new measures will also begin the process of further reducing ozone and fine particle levels in the region to insure that public health is protected. Maryland and the District agree with the scientific community who believe that more stringent ozone and fine particle standards are needed. The new regulatory programs include low sulfur home heating fuel, enhancements to current controls on consumer products and industrial adhesives, off-road idling, and tougher requirements for smaller boilers (i.e. diesel generators) that are, in some circumstances, receiving a financial incentive to run their small generators on the hottest days, which correlate with the worst ozone days. The commitments made by Maryland and the District will not be construed to infringe upon any prerogative of the Commonwealth of Virginia. Virginia will pursue measures that are necessary to attain and maintain current and future air quality

standards as well as measures that may decrease the burden on regulated parties. For instance, Virginia is committed to pursue measures such as the on-road emissions program, which will ensure that up to 30 percent of all eligible registered vehicles in the Northern Virginia area have the option of remotely passing required biennial vehicle emissions inspections by 2015. The increased level of on-road monitoring could also result in the early identification and repair of high emitting vehicles so that this program will maintain environmental protections as well as reduce the time required for station-based tests. Virginia is also committed to supporting voluntary efforts to reduce energy consumption through energy efficiency and renewable energy programs. Organizations, such as the nonprofit Local Energy Alliance Program (LEAP), run residential and commercial programs in Northern Virginia that seek to reduce energy use by at least 20 percent, saving consumers money, conserving resources, and decreasing air emissions.

* *Revised on October 23, 2012 to be consistent with the PM2.5 Maintenance Plan language.*