

**Metropolitan Washington Air Quality Committee**  
**Suite 300, 777 North Capitol Street, N.E., Washington, D.C. 20002-4239**  
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**DRAFT MINUTES OF December 19, 2012 MEETING**

**Attendance:**

**Members and Alternates**

Tom Ballou, Virginia Department of Environmental Quality (VDEQ)  
Cecily Beall, District of Columbia Department of the Environment  
Hon. Robert Day, College Park  
Lyn Erickson, Maryland Department of Transportation (MDOT)  
Diane Franks, Maryland Department of the Environment (MDE)  
Renee Hamilton, Virginia Department of Transportation (VDOT)  
Hon. Phil Mendelson, DC Council  
Hon. Leta Mach, Greenbelt  
Hon. Redella "Del" Pepper, City of Alexandria  
Sam Moki, Prince George's County  
Caroline Petti, ACPAC  
Hon. Hans Riemer, Montgomery County

**Other Attendees:**

Scott St. Onge, Clean Air Partners  
Randy Carroll, Maryland Department of the Environment (MDE)  
Gwen Kennedy, Loudoun County for Supervisor Janet Clarke  
Jeffrey Bond, Prince George's County Department of Environmental Resources

**Staff**

Chuck Bean, COG Executive Director  
Amanda Campbell, COG/DEP  
Elena Constantine, COG/DTP  
Stuart Freudberg, COG/DEP  
Jeff King, COG/DEP  
Ron Kirby, COG/DTP  
Sunil Kumar, COG/DEP  
Jane Posey, COG/DTP  
Joan Rohlfs, COG/DEP  
Daniel Sonenklar, COG/DTP  
Dusan Vuksan, COG/DTP  
Eric Randall, COG/DTP

**1. Public Comment Period, Approval of Minutes, Chair's Remarks**

Chair Mendelson called the meeting to order at 10:12 pm. The minutes from the October 24, 2012 meeting were approved with no changes. Chair Mendelson highlighted the copy of the letter in member's packets sent to the Transportation Planning Board (TPB) with comments from MWAQC on the Air Quality Conformity Update for the 2012 Constrained Long Range Plan and the FY 2013-2018 Transportation Improvement Program.

Mr. Freudberg introduced Chuck Bean, COG's new executive director. Mr. Bean thanked the committee for working to solve problems that no state can solve alone. He hopes to help showcase the region's air quality achievements.

## **2. Committee Reports**

### ***Technical Advisory Committee (TAC), Tom Ballou, VDEQ***

Tom Ballou reported that the Technical Advisory Committee (TAC) met on December 11<sup>th</sup>. The committee heard an overview of EPA's comments on the PM<sub>2.5</sub> Redesignation Request and Maintenance Plan. Members discussed a tentative schedule for January public hearings to allow the final plan to be presented at the February or March MWAQC meeting.

### ***Air and Climate Public Advisory Committee (ACPAC), Caroline Petti, Chair***

ACPAC met on December 10<sup>th</sup>. The group received presentations on organics composting and the International Energy Conservation Code revisions. Maryland has adopted the most recent code, and the District of Columbia is expected to follow suit. The group viewed the movie *Bag It* about plastic in the environment.

### ***Clean Air Partners Summer Re-Cap, Leta Mach, Chair; Rebecca Davis, Education Coordinator; Scott St. Onge, Managing Director***

Mr. St. Onge reported that Clean Air Partners (CAP) is searching for partners for cross-branding, and producing a newsletter for local businesses. CAP was awarded the National Health Information Merit Award for their summer awareness campaign, *Real People, Real Benefits*. CAP's slogan contest ended on November 30<sup>th</sup> with the highest participation rate to date. Slogans include "bike it-like it-walk it-talk it", and "It's the air we breathe; keep it clean." The winning slogan will be announced in January. CAP is preparing for the new high school team-based *Infographics Challenge*. In November, the Executive Committee approved the financing structure and reviewed programs for the year. The annual celebration is in the planning stage.

## **3. EPA's Final Revised Rule: PM<sub>2.5</sub> Standard, Sunil Kumar, COG/DEP**

Mr. Kumar reported that EPA announced a new PM<sub>2.5</sub> standard on December 14, 2012. The PM<sub>2.5</sub> standard was strengthened to improve public health, based on a number of studies. The Annual Standard was revised from 15.0 µg/m<sup>3</sup> (1997) to 12.0 µg/m<sup>3</sup>. The Daily (24-Hour) Standard remained unchanged (35 µg/m<sup>3</sup>). Attainment and Nonattainment designations under the new standard will be made by December 2014, and will probably take effect in early 2015. The attainment date is in 2020, or five years after the effective designation date.

Once the PM<sub>2.5</sub> Maintenance Plan is accepted, the region will be officially redesignated as in Attainment for the existing PM<sub>2.5</sub> standard. Current downward PM<sub>2.5</sub> design value and emissions trends show that the region is likely to continue to be in attainment under the new PM<sub>2.5</sub> standard in 2020 and beyond.

Mr. Kumar added that EPA is requiring a near-road monitor in the region by 2015. The state air agencies will determine where the monitor will be located.

In response to questions, Ms. Franks clarified that if the region continues to maintain attainment, the region would continue implementing the maintenance plan (a new maintenance plan would not be needed).

#### **4. Performance Analysis of 2012 Constrained Long Range Plan (CLRP) Ron Kirby, COG/DTP**

Mr. Kirby said that the CLRP is updated every year. The latest plan, adopted July 18, 2012, contains some changes to facilities, population, and employment. The plan relies on population and employment projections developed in COG's Cooperative Forecast. By 2040, the region's population will grow by 24% to almost 6.5 million. The majority of population growth is expected to be located in the outer jurisdictions, but the majority of total population will remain in inner jurisdictions. More job growth is expected in the western side than the eastern side of the region.

Following population growth, the number of transit work trips is expected to increase 28%, vehicle work trips 27%, and Vehicle Miles Traveled (VMT) by 25%. The region will be slightly more dispersed: VMT per capita is expected to increase 1% due to growth in the outer jurisdictions. The proportion of carpool and bike/walk commute trips will increase slightly. In morning rush hour models, lane miles of congestion are projected to increase 78% by 2040. Metrorail congestion will also increase. Job accessibility, defined as number of jobs accessible to residents within a 45 minute commute, is expected to decrease slightly by auto, and increase slightly by transit in the region. Locally, job accessibility varies by community depending on transit availability, roadway congestion, and location of jobs.

Mr. Kirby clarified that since the CLRP is financially constrained, projections are not based on full funding for WMATA. If this constraint is lifted, there is an increase of 31,000 transit work trips in 2040, bringing transit commute mode share up to 24.5% from 24%.

The dramatic reductions observed in recent decades in mobile source NO<sub>x</sub>, PM<sub>2.5</sub> and VOC emissions are expected to slow and flatten between 2020 and 2040. There is a slight uptick in emissions projected between 2030 and 2040. New federal fuel economy standards will decrease mobile source carbon dioxide emissions -- one step toward the region's 10 megaton goal.

The CLRP highlights the following challenges: Metrorail repair needs, roadway congestion, transit congestion, and the location of much of the region's housing and jobs in areas with limited travel options. Solutions include better funding for Metrorail, increased maintenance and capacity improvements for roadways and Metrorail, and improved transportation/ land use coordination.

In response to a question, Mr. Kirby explained that Metrorail could expand capacity by increasing train frequency, but the first two priorities would be meeting maintenance needs and increasing eight car trains.

#### **5. Regional Greenhouse Gas Initiative (RGGI): Results and Changes**

Ms. Diane Franks reported that in its first control period from 2009 to 2011, RGGI raised over \$1 billion toward energy efficiency programs, rebates, low income utility relief, and general fund relief. However, unanticipated warm weather, drops in fuel prices, and switches to renewable fuels and lower carbon fuels contributed to a 28% reduction in CO<sub>2</sub> emissions, much lower than the 10% goal. Lower than expected allowance needs left states holding a substantial number of

allowances. Allowance prices fell to the reserve price and states retired unused allowances. During the 2012 RGGI comprehensive review, cap levels under consideration range from 88 to 106 million tons (the original cap was 188 million tons). The review team plans to add a Cost Containment Reserve of allowances that would be available if allowance prices exceed predefined price levels. More details are available at [www.rggi.org](http://www.rggi.org).

Chair Mendelson asked whether jurisdictions need to do more to reduce greenhouse gas emissions. Ms. Franks said that there is still a ways to go and that RGGI can assist Maryland in meeting its greenhouse gas reduction goals: 25% by 2020 and 50% by 2050. Ms. Beall clarified that the District of Columbia did not join since the program focuses on power plants and the District had only one peaking power plant.

## **6. Nominating Committee Report, Election of Officers for 2013**

The Nominating Committee presented the proposed 2013 Slate of Officers. Committee members unanimously approved the proposed 2013 Slate of Officers. Chair Mendelson congratulated the new officers, whose term begins January 1<sup>st</sup>, 2013. The new officers are Hon. Leta Mach, Chair; Hon. Jay Fisette, Vice Chair, VA; Hon. Phil Mendelson, Vice Chair, DC; and Hon. Hans Riemer, Vice Chair, MD.

## **7. State and Local Air Reports**

### ***District of Columbia***

Ms. Beall reported that the District of Columbia finalized and submitted new opacity regulations as part of a State Implementation Plan (SIP) revision. The new replacement monitor for the Takoma School monitor will be located at a new parks and recreation facility. The monitor will be operational next week. The River Terrace monitoring station will operate for at least 6 more months, but negotiations will determine if it can continue operating on the soon-to-be converted building. The District of Columbia received an EPA grant to establish near-road monitoring stations by 2015.

The District of Columbia is revising its Climate Action Plan -- a draft will be released in January - - and has joined the C40 global city climate leaders group. The city recently updated its greenhouse gas inventory for 2006-2011. City government emissions decreased by 23% and citywide emissions decreased by 12%, despite gaining 40,000 people and 40,000 jobs during the period. The Mayor's Sustainable DC Budget Challenge winners were awarded \$4.5 million for innovative sustainable projects, such as a climate adaptation study, community composting, and converting a coal fired power plant to biomass.

### ***Maryland***

Ms. Franks reported that Maryland is examining distributed generation regulations in light of new federal rules extending the hours generators are allowed to participate in demand response programs. The objective is to promote clean distributed generation. A stakeholder process is underway to provide input to a new regulation for NO<sub>x</sub> emissions.

Another wind energy bill will likely be introduced in this year's legislative session. The state's climate plan will be finalized in March.

### ***Virginia***

Mr. Ballou reported that in November the State Air Pollution Control Board discussed motor

vehicle emissions inspections revisions that expand clean screen remote sensing. The revisions will provide additional convenience to vehicle owners and identify high emitting vehicles.

VDEQ is completing paperwork with EPA to close out the Potomac River generation station's permits. Mr. Ballou added that Virginia power generation is seeing a similar reduction in CO2 emissions as the RGGI states.

#### **8. Set Date for Next Meeting, Adjourn**

The next meeting date is February 27, 2013 from 12 to 2pm. The meeting was adjourned at 11:40am.