

# Metropolitan Washington Air Quality Committee

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## TECHNICAL ADVISORY COMMITTEE

**Date: June 15, 2009**

**Time: 10 am to 12 pm**

**COG Rooms 4/5 1<sup>st</sup> Floor**

Lunch will be served to members at noon

### DRAFT Agenda

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- 10:00 1. Call to Order and Review of Meeting Summary (May 12, 2009)**  
*Chairman Tom Ballou, Virginia Department of Environmental Quality*
- 10:10 2. Transition to MOVES Model**  
*Eulalie Lucas, COG DTP, and Sunil Kumar, COG DEP, will provide an update on activities to address technical issues with the transition to EPA's MOVES model.*
- 10:30 3. Report on the Recent OTC/LADCO Meeting Modeling Results**  
*Virginia DEQ will present and discuss modeling results conducted by LADCO.*
- 11:00 4. Recent Federal Climate Change Actions**  
*Jeff King, COG/DEP will discuss recent federal climate change actions. Topics will include recent announcements on federal action on CAFE and greenhouse gas emission standards, and EPA's proposed Renewable Fuel Standards.*
- 11:10 5. Discussion of Energy Efficiency and Renewable Energy Projects and Inclusion in SIPs**  
*Jeff King, COG DEP, will discuss recent developments in plans to purchase renewable energy in the region. He will also discuss a proposal to account for energy efficiency programs in SIP emission baselines.*
- 11:20 6. Draft Conformity Results for the 2009 CLRP and 2010-2015 TIP**  
*Jane Posey, COG/DTP, will present draft results of this year's conformity analysis.*
- 11:30 7. Update on Formation of Technical Committee to Support the Climate, Energy, and Environment Policy Committee**  
*Joan Rohlfs, COG DEP, will discuss formation of a technical committee to support climate change planning efforts in the National Capital Region.*
- 11:40 8. Other Business**
- 11:45 9. State and Local Air Agency Report**
- 11:55 10. Set Date for Next Meeting, Future Agenda Items, Adjourn**  
**Next TAC Meeting: July 14, 2009**



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**DRAFT**

**MWAQC Technical Advisory Committee  
Meeting Summary  
May 12, 2009 10am to 12pm  
Teleconference**

**Present:**

Elizabeth Aiken, Virginia Department of the Environmental Quality  
Monica Backmon, Prince William County  
Tom Ballou, Virginia Department of the Environmental Quality  
Cecily Beall, District Department of Environment  
Tom Biesiadny, Fairfax County Department of Transportation  
Randy Carroll, Maryland Department of Environment  
Jessica Daniels, District Department of Environment  
Bhesh Dhamala, Fairfax County Department of Health  
Brian Hug, Maryland Department of Environment  
Maurice Keys, District Department of Transportation  
Mohammed Khan, Maryland Department of the Environment  
John Kinsman, Edison Electric Institute  
Sonya Lewis-Cheatham, Virginia Department of the Environmental Quality  
Doris McLeod, Virginia Department of the Environmental Quality  
Bob Owolabi, Fairfax County Department of Transportation  
Pam Parker, Montgomery County Department of Environment  
Jim Ponticello, Virginia Department of Transportation  
Howard Simons, Maryland Department of Transportation  
Kanti Srikanth, Virginia Department of Transportation  
Chris Voigt, Virginia Department of Transportation

**Staff:**

Mike Clifford, COG/DTP  
Jeff King, COG/DEP  
Eulalie Lucas, COG/DTP  
Erin Morrow, COG/DTP  
Jane Posey, COG/DTP  
Joan Rohlfs, COG/DEP

**Observers/Participants:**

Charley Baummer, MWAA  
Debra Jacobson, Consultant

**1. Call to Order and Review of Meeting Summary (April 14, 2009).** Mr. Ballou called the meeting to order at 10:05. The minutes of the April 14, 2009 meeting were approved with no changes.

## **2. National Initiatives to Address Greenhouse Gases**

Jeff King discussed two recent national initiatives to address greenhouse gases. In response to a 2007 Supreme Court ruling, EPA recently proposed an “Endangerment Finding” for greenhouse gases. The EPA Administrator proposed that the mix of atmospheric concentrations of six key greenhouse gases threatens the public health and welfare of current and future generations. EPA also proposed a “Cause or Contribute Finding” that the emissions from new motor vehicles and motor vehicle engines contribute to the atmospheric concentrations of greenhouse gases and hence to the threat of climate change. No additional regulations were proposed.

The House of Representatives is considering national legislation to address climate change. The American Clean Energy and Security Act of 2009 contains several different proposals, including a national cap and trade program as well as a number of new clean transportation and clean energy initiatives. The national cap and trade program would call for economy-wide reductions that would be reevaluated periodically by the National Academy of Science and the Executive Branch in an effort to make sure the reduction targets are in-line with scientific assessments of global efforts to mitigate climate change. Sources covered by the cap and trade program would include electricity producers, fuel producers and importers, fluorinated gas producers and importers, and industrial stationary sources. A federal greenhouse gas registry is also included in the proposed bill.

The clean transportation component of the bill is similar to the California SB375 program whereby transportation plans must include greenhouse gas reduction targets. Transportation agencies would have 3 years to develop plans. The planning horizon must include 10 and 20 years out, and the goals could be revised every 4 years. The bill also includes a vehicle efficiency standard program, a low carbon fuel standard, and initiatives for vehicle electrification/plug-in infrastructure.

The clean energy components of the bill includes a renewable electricity standard (25% by 2025), an energy efficiency resource standard (15% by 2020), and smart grid and national building code programs. A new State Energy and Environment Development Fund (SEED) would be established for state energy offices, including a Retrofit for Energy & Environment Fund (REEP) to direct investments in building energy retrofits.

Joan Rohlf discussed a potential MWAQC comment letter on EPA’s proposed endangerment finding. Comments are due by June 23. In April, Chair Mendelson asked that staff draft a potential MWAQC comment letter. A special call with state and local TAC representatives was held on May 7 to discuss a proposed comment letter. The letter was shortened and simplified based on feedback from members. Subsequent to this call, Stuart Freudberg proposed the following substitute language for one sentence in the letter: “MWAQC believes that a uniform, national legislative solution is the preferred alternative for addressing climate change and supports a regulatory solution only if congressional action fails.” Members did not support the recommended change. Members also did not support sending an MWAQC comment letter on

the proposed endangerment finding, but agreed that the version of the letter agreed to on the call would be more acceptable given the overall concerns expressed. It was agreed that the draft letter could be shared with the MWAQC Executive Committee on May 13 and that state representatives on the call would have a chance to voice their general opposition to sending such a letter.

### **3. Transition to MOVES Model**

Eulalie Lucas and Sunil Kumar discussed the new draft EPA's MOVES model. The MOVES (Motor Vehicle Emission Simulator) model is designed to estimate both on-road & non-road emissions. The DRAFT MOVES2009 version currently estimates on-road emissions only. EPA plans to incorporate non-road emissions estimation capability in a future version. MOVES is designed to operate as a complete emissions estimation package, producing estimates of total emissions. Mobile6.2 model only produced emissions factors and not total emissions. MOVES allows designed to perform various "What-if scenarios" related to different fuel types and vehicle technology types. It can also estimate benefits from I/M programs and diesel retrofits. MOVES produces gram/mile emissions factors as well as grams/time for some processes. Some of the factors affecting emissions in MOVES include PM temperature effects; PM speed effects; heavy duty deterioration effects; extended idle emissions; and permeation emissions. Emissions rates in MOVES are based on "operating modes." MOVES includes different road types, fuel types and vehicle types compared to MOBILE6.2. Other new aspects included in the MOVES model are Vehicle Specific Power (VSP) – a measure of the energy the vehicle is using at a moment in time; Operating Mode – what the vehicle is doing, i.e., accelerating, braking, cruising, idling; Drive Cycle – a second-by-second description of vehicle activity over time, typically including multiple operating modes; and Total Activity Distribution by Process. The draft 2009 version of MOVES cannot yet be used for SIPs and conformity. EPA is seeking feedback/input on the draft model.

The need for interagency coordination was discussed. It was decided that in the near term, staff coordination, and continued reports at the TPB Travel Management Subcommittee (TMS) and MWAQC Technical Advisory Committee would suffice. Staff suggested that work be done to develop comparative emission estimates using the new model prior to a Federal Highway Administration training meeting to be held at COG in late June. A general outline for such an analysis could be considered at the May 26 TMS meeting with results to be discussed at the June 23 TMS meeting.

### **4. Report on the Recent OTC/LADCO Meeting**

State air agency representatives will discuss a recent meeting of OTC/LADCO addressing the need for broader regional controls to reduce pollution transport. Brian Hug said that a meeting between OTC and LADCO states was held at BWI airport on April 27/28. Modeling work performed by LADCO shows that the LADCO/OTR region would achieve the current ozone standard with new tougher controls on EGUs, but that the controls would not be sufficient to bring the region into attainment with the new lower 75 ppb standard. Source apportionment results were also discussed. Mobile source emissions are important to control for ozone precursors. Important PM source are diverse. The group agreed to continue with efforts to push EPA for tougher EGU controls. Other areas of focus include controls on large boilers and new mobile source controls. Air agency staff will present the actual modeling results at a future TAC

meeting.

### **5. Diesel Emission Reduction Act (DERA) Funding**

Jeff King discussed a recent MWCOG proposal for diesel projects using ARRA funding through DERA. The recent federal stimulus funding program has increased available funds for diesel retrofits. EPA Region III issued a Request for Applications (RFAs), proposals were due on April 28. COG, as an eligible entity, agreed to work with project partners to bundle projects so that the total grant request was higher than the \$1 million minimum. A proposal was developed and submitted to EPA for consideration. The total grant request was \$3.8 million. EPA can selectively fund individual projects within the bundle. Project partners included WMATA, DC WASA, and Fairfax, Montgomery, and Prince William County. Private partners included a number of construction firms located in the region. He provided members with a list of equipment and a summary of the proposal. If awarded, all project work must be completed by September 2010. In response to a question, Jeff King said that preliminary estimates of the environmental benefits of the project were included in the proposal and will need to be documented in further detail if the grant is awarded.

Pam Parker said that Montgomery County has won \$410,000 to install SCRT technology on six dump trucks and four liquor control delivery trucks.

### **6. Energy Efficiency Outreach Coordination Meeting**

Joan Rohlfs discussed a recent meeting to coordinate energy efficiency outreach in the region. As background, she said the recent climate action plans developed in the region call for outreach and education campaigns. COG invited many of the key players for a meeting on April 28 to discuss regional collaboration on messaging, timing, funding, etc. The meeting was well attended by state energy offices, public service commissions, utilities, and local government energy managers. Each organization was given the opportunity to discuss their plans and programs for energy and climate outreach and education. Attendees expressed desire for continued coordination and collaboration. A follow-up meeting will be scheduled for July.

### **7. Other Business**

The 2009 ALA State of the Air Report was recently released. The report indicates that the region's air quality is improving, but ozone and PM pollution is still a concern.

Members are currently being appointed for COG's new Climate, Energy, and Environment Policy Committee (CEEPC). The first meeting may be held in late July.

COG staff are actively developing Clean Cities proposals for the recent federal stimulus program. Proposals for CNG vehicle purchases and vehicle electrification infrastructure are being developed. The key contacts are Leah Boggs and George Nichols.

## **8. State and Local Air Agency Report**

Tom Ballou reported for Virginia. The Virginia State Air Pollution Control Board met on April 24. The motion to initiate regulations to respond to MWAQC's opacity petition failed again on a tie vote. The Air Board did agree to extend the OTC VOC regulations into the Richmond area as a maintenance strategy.

Cecily Beall reported for the District. A public hearing on the District's conformity rule is scheduled for May 26. Air agency staff are meeting this week with EPA staff to discuss EPA comments on the District's OTC VOC rules. The District recently announced its Green DC agenda including a sustainability plan. ICLEI was hired to develop a greenhouse gas inventory and a climate action plan.

Brian Hug reported for Maryland. Two regulations in development in Maryland are the distributed generation rule and a rule on outdoor wood boilers. MDE is also working on updates to CTG rules. EPA recently proposed disapproval of the Baltimore and Cecil County ozone SIPs.

Joan Rohlfs said that Fairfax County approved continued funding of the air quality monitoring program in the county.

There were no other local reports.

**9. Set Date for Next Meeting, Future Agenda Items, Adjourn.** The next TAC meeting will be held on June 9, 2009. The meeting was adjourned at 11:55.