

MWAQC Technical Advisory Committee
Meeting Summary
October 14, 2014
10:00 AM to 12:00 PM

Present:

Cecily Beall, District Department of the Environment
Jessica Daniels, District Department of the Environment
Ram Tangirala, District Department of the Environment
Tom Ballou, Virginia Department of Environmental Quality
Doris McLoed, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Mike Kiss, Virginia Department of Environmental Quality
Tad Aburn, Maryland Department of the Environment
Diane Franks, Maryland Department of the Environment
Howard Simons, Maryland Department of Transportation
Jim Ponticello, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation
John kinsman, Edison Electric Institute
Walter Seedlock, MWAA
Ana Prados, Fairfax County Federation of Citizens Association
Jeff Harn, Arlington County
Gwen Kennedy, Loudoun County

Staff:

Sunil Kumar, COG/DEP
Jennifer Desimone, COG/DEP
Steve Walz, COG/DEP
Jeff King, COG/DEP
Kanti Srikanth, COG/DTP
Elena Constantine, COG/DTP
Eulalie Lucas, COG/DTP
Jane Posey, COG/DTP
Robert Griffith, COG/DTP

1. Call to Order and Review of Meeting Summary

Diane Franks (Substitute for Tad Aburn) called the meeting to order at 10:00 AM. The September 9 meeting summary was approved without any changes.

2. Ozone Season Update

Sunil Kumar presented the 2014 ozone season summary. There were only four code orange days in this season. Based on the current draft data thus far, the Washington region's design value for the current ozone standard (75 ppb) is 76 ppb, which indicates the region is slightly above the current standard. The region needs to attain the current ozone standard by December 31, 2015. While the region has made good progress towards this goal, it still needs to keep doing so in order to make sure that it attains the standard by the deadline.

3. Briefing 2014 CLRP Performance Report & 2015 Call for Projects

Bob Griffith presented a summary of the 2014 CLRP Performance Report. The report shows that while population and employment are projected to grow by 25% and 35% respectively during the period 2015 through 2040, VMT is projected to grow only by 22% and VMT per capita is projected to decrease by 3% during the same period. Per capita CO₂ emissions are forecast to decrease by 17% between 2015 and 2040. Total CO₂ emissions are forecast to increase by 5% between 2015 and 2040, while the region will be accommodating 25% more people and 35% more jobs. When the emissions reduction benefits from CAFE and TIER 3 standards are included in the analysis, total CO₂ emissions and CO₂ emissions per capita are expected to decrease over this time period.

Kanti talked about TPB's call for projects for the 2015 CLRP analysis. He said a brochure and a detailed document have been published for the solicitation of projects, which he promised to send to the group after the meeting. He said that the brochure identifies and highlights various criteria for selection of projects.

These specific criteria are –

- Reduce congestion on the roadway and/or transit system,
- Improve the operational efficiency of the existing roadway and/or transit system,
- Provide high-quality transportation options between and/or within Activity Centers,
- Reduce vehicle-miles traveled (VMT) per capita,
- Reduce emissions of criteria pollutants and/or greenhouse gases, and
- Increase use of travel modes other than driving alone

Ram and Tad wanted to know when and how state air agencies can provide inputs on this. Kanti said that the 2015 Call for Projects will be adopted in November 2014, but state air agencies can provide inputs now at the local jurisdiction level. Another opportunity will be there once TPB compiles all the projects.

Tad said Kanti's slide 23 (showing mobile emissions staying below budgets) does not convey the message to the elected officials that there is a need to reduce mobile emission further. There must be a note in the slide to convey this. Kanti said the slide was taken from the 2014 CLRP performance analysis and there is another document that deals with what Tad is referring to. Kanti said he would forward that document to the group.

4. Revised Schedule to Update PM_{2.5} RR/MP Mobile Budgets & Status of 2014 VIN Data

Elena provided an update on the status of the 2014 VIN data. She said there are a few issues with the VIN decoder software. Weekly discussions are taking place to address these issues with the vendor. A few issues have been resolved and a few remain. She expressed confidence that the remaining issues will be resolved soon.

Sunil discussed the schedule for submission of the revised PM_{2.5} maintenance plan and mobile budgets, which was developed in coordination with the TPB staff. There were two different schedules proposed based on two different options. The option 1 based on default vehicle start inputs and the 2014 VIN data allows the submission of the revised plan by the deadline of December 2015. The option 2 based on the local vehicle start inputs and the 2014 VIN data will

delay the submission of the revised plan by a few months beyond the deadline. Ram expressed his concern with option 2 as it will delay the submission of the revised budget and plan. Jim said the use of local start inputs is very important and the Washington region had commented earlier to EPA on this issue. Kanti also informed the group that the 2014 VIN data will be used for the upcoming 2015 CLRP analysis. Tad said we should try to stick with the option 1, but understand the reason for opting for the option 2 and the resulting delay. He asked Kanti if TPB can provide some data for the 2018 mobile emissions analysis for the Baltimore ozone SIP. Elena said she can share some data, but the Baltimore and Washington conformity processes are completely separate. Howard asked for a comparison of inputs for the two processes. Kanto said he would follow up with Howard on this issue.

5. Briefing on MWAQC/CEEPJ Joint Meeting & MWAQC Special Project

Steve Walz briefed members on the details of the MWAQC and CEEPJ joint meeting on the issue of transportation and air quality. He mentioned that a letter from the two committees addressed to TPB requested the formation of a multi-sector professional working group to address the issue of greenhouse gas emission. He also said that a simple scope of work for the Special Project will be developed and presented in the November TAC meeting.

6. Update on EPA's Approval of PM2.5 Redesignation Request & Maintenance Plan

Sunil informed the members regarding the recent EPA approval of the PM2.5 Redesignation Request & Maintenance Plan. EPA also approved the mobile budgets in the plan. EPA published the approval in the federal register.

7. Ozone Transport

Tad presented Maryland's perspective on the issue of ozone transport. He talked about the results of the preliminary modeling efforts performed by the University of Maryland using 2007 as the base year. The result shows attainment for the 2008 ozone standard for the Baltimore region by 2018, which is currently designated as the moderate nonattainment area for this standard. Tad said a new base year 2011 will replace the current base year 2007, but a preliminary analysis shows the results will not be different. Tad also talked about a number of asks for upwind states to address ozone transport.

8. State & Local Reports

Ram and Tom did not have any updates for the District and Virginia respectively. Tad said Maryland Advisory Council approved the RACT rule. The small and low capacity power generation units will be switching to natural gas by 2020 or retiring. Dickerson and Chalk Point plants will be affected by this new rule.

The meeting was adjourned at 12:00 p.m.