

MWAQC Technical Advisory Committee
Meeting Summary
December 9, 2014
10:00 AM to 12:10 PM

Present:

Cecily Beall, District Department of the Environment
Jessica Daniels, District Department of the Environment
Gaurav Bansal, District Department of the Environment
Doris McLoed, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Mike Kiss, Virginia Department of Environmental Quality
Diane Franks, Maryland Department of the Environment
Brian Hug, Maryland Department of the Environment
Howard Simons, Maryland Department of Transportation
Lyn Erikson, Maryland Department of Transportation
Jim Ponticello, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation
Walter Seedlock, MWAA
Malcolm Watson, Fairfax County
Mike Lake, Fairfax County
John Kinsman, Edison Electric Institute
Gwen Kennedy, Loudoun County

Staff:

Sunil Kumar, COG/DEP
Jennifer Desimone, COG/DEP
Steve Walz, COG/DEP
Jeff King, COG/DEP
Elena Constantine, COG/DTP
Eulalie Lucas, COG/DTP
Jane Posey, COG/DTP
John Swanson, COG/DTP
Stuart Freudberg, COG

1. Call to Order and Review of Meeting Summary

Diane Franks called the meeting to order at 10:00 AM. The November 12 meeting summary was approved without any changes.

2. Regional Transportation Priorities Plan & Local Governments

John Swanson briefed members on the feedback received from the local governments on the Regional Transportation Priorities Plan. There were three listening sessions held to inform local governments regarding the air quality and greenhouse gas goals. Locals were also informed about the 2015 CLRP brochure in which the transportation officials in the region were advised to consider the above goals while selecting transportation projects for including them in the 2015 conformity analysis. These listening sessions provided valuable opportunity to receive feedback from locals, which will be incorporated into the plan. Suggestions related to air quality and greenhouse gas included a greater emphasis on strong linkages between public health and active

transportation and to focus on evaluating the impacts on the land-use changes and transportation investments.

3. Test Runs with MOVES2014 & Status of 2014 VIN Data

Elena briefed members on the status of the testing of the MOVES2014 model. TPB is using 2015 as the testing year to avoid differences from MOVES2010a due to Tier 3 and CAFÉ rules. TPB has done six rounds of testing thus far. She also talked about the processing of the 2014 VIN data. She specifically outlined following four aspects of the model testing and comparison with MOVES2010a.

- a. Data conversion from MOVES2010a to MOVES2014 – TPB staff is working on converting MOVES2010a inputs into MOVES2014 inputs.
- b. Comparison of inputs and outputs (MOVES2010a vs MOVES2014) – Inputs and outputs for the two model versions are being compared. Differences in VMT and population were found between inputs and outputs. There is an issue with “leap year” in MOVES2014. These issues have been resolved.
- c. Comparison of emissions (MOVES2010a vs MOVES2014) – Emissions outputs from the two versions are also being compared.
- d. Comparison of run-times (MOVES2010a vs MOVES2014) – Model run-times for the two versions are also being compared.

A new default fuel E85 and few new road types have been introduced in MOVES2014.

Though most of the issues have been resolved, a few still remain. TPB is moving forward to the transition to the new model.

2014 VIN Data – Elena told that the processing of the data is complete for the District and Virginia. Half of the counties in Maryland have been processed. The new 2014 VIN data will be used in the 2015 CLRP analysis. Results of the analysis will be discussed in TPB-Tech, TPB, and MWAQC.

4. EPA’s Proposed New Ozone NAAQS and Implications for the Washington Region

Sunil discussed in detail the new EPA proposed ozone NAAQS and its implications for the Washington region. Current data shows the region is above the current and the proposed ozone NAAQS. The number of code orange days is expected to be higher due to the tighter NAAQS, but no code red days are expected. Designation for the nonattainment area is expected to be based on the 2014-2016 data, which is expected to be even cleaner. Data shows the region is making progress, but it needs to keep working to make sure it attains the new NAAQS in time. John Kinsman said that EPA’s analysis that shows attainment for most counties in the country is a little doubtful. EPA’s projection is based on a significant NOx reduction from the proposed Clean Power Plan, which may not happen due to push back. He also added that there may be quite a few counties which may come in nonattainment due to the proposed extension of the ozone season and the proposed tighter NAAQS.

Kanti asked how much existing controls can help in attaining the proposed NAAQS by the expected attainment date. Brian Hug said it is difficult to say. Kanti suggested adding dates in slide 12 for different controls. Jim asked what modeling base year will be selected. Doris said that it has not been decided yet. It could be either 2020 or 2023 depending on whether the region can get designated as marginal or moderate attainment area.

Steve Walz said that there is some time to discuss and finalize the comment letter for MWAQC and send it to EPA. So MWAQC-TAC would take up the comment letter in its next two meetings and then finalize it for MWAQC's approval before the comment submittal deadline.

5. State Gold Book (Control Measures)

Brian, Tom, and Jessica talked about various control measures being considered in Maryland, the District, and Virginia respectively. Brian talked about measures for point, area, onroad and nonroad mobile sources. He also talked about the new NO_x EGU regulation currently receiving public hearing and comments, voluntary and innovative measures such as, energy efficiency and renewable energy measures, OTC measures such as, aftermarket catalysts, CAL LEV/ZEV, OTC enhanced smartways, heavy duty I&M programs, on and off road idling, consumer Products, AIM rule, auto body refinishing, and a few additional measures such as, OTC ultra-low NO_x burners, NO_x RACT updates, and distributed generation/uncontrolled generators.

Tom talked about voluntary and non-regulatory measures such as, electric vehicle infrastructure plan. He said barriers to charging stations for electric vehicles and buying these vehicles are being identified. He also discussed efforts by Virginia Port Authority to retrofit diesel truck in Hampton Road and for retrofitting inter-terminal barges there.

Tom also talked about the conversion of two coal fired plants to natural gas, which will provide significant NO_x and SO₂ emissions reduction benefits.

Jessica talked about measures similar to Maryland. She said the District is working on the demand response program, VOC and NO_x RACT, nonroad idling, low sulfur fuel, air toxics, and NO_x SIP Call transition regulations.

6. Update on PM_{2.5} Maintenance Plan Revision

Sunil discussed briefly about the planned update of the PM_{2.5} Redesignation Request & Maintenance Plan and mobile budgets. He said that after mobile emissions for 2007, 2017, and 2025 have been developed with MOVES2014, the draft document will be developed including these emissions.

7. Status of Multi-Sector/Multi-Disciplinary GHG/AQ Work-Group

Steve talked about the need to make the language of the MWAQC and TPB resolutions similar. Howard referred to the second "Be it resolved" section and suggested addition "the feasibility of" there. He said unless this is added, some people might misconstrue the language and think that we are talking about establishing transportation greenhouse gas targets. Jim supported Howard. Stuart said the word 'exploring' imbibes what Howard suggested. Lyn wanted the language to be made clear so there is no confusion about the targets. Steve agreed to do that. Hoard had another concern regarding that section related to the 'implementation schedule'. He said it gives an impression that all measures suggested by the work-group will be implemented. The group agreed to replace those two words with 'implementation time-frame'. Howard referred to the 'four sectors' in the resolution and thought these might be misconstrued by some people. Diane said she liked to retain that language.

8. State and Local Updates

Brian said that MDE is working on the Stage II regulation. Maryland Climate Change Commission is working on the next version of the Climate Change report. Jessica and Cecily said that there will be an opportunity for making public comments on the NO_x SIP Call for one

facility. The District is working on Stage II regulation and also dealing with the issue of the failure to submit the I/M SIP. Tom said that the Air Pollution Control Board approved the Northern Virginia region as in attainment of the 1997 annual PM2.5 NAAQS.

The meeting was adjourned at 12:10 pm.