

**MWAQC Technical Advisory Committee
Meeting Summary
February 16, 2012 10:00 to 12:00
COG Board Room, 3rd Floor**

Present:

Tom Ballou, Virginia Department of Environmental Quality
Cecily Beall, District Department of the Environment
Jessica Daniels, District Department of the Environment
Diane Franks, Maryland Department of the Environment
Barbara Hardy, Fairfax County Department of Health
Brian Hug, Maryland Department of the Environment
Mike Lake, Fairfax County Department of Transportation
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Jon Kinsman, Edison Electric Institute
William Marsh, Loudoun County
Doris McLeod, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Transportation
Mark Rawlings, DDOT
Bill Skrabak, City of Alexandria
Howard Simons, Maryland Department of Transportation
Kanti Srikanth, Virginia Department of Transportation
Chris Voigt, Virginia Department of Transportation (teleconference)

Staff:

Bill Bacon, COG/DTP
Anant Choudhary, COG/DTP
Elena Constantine, COG/DTP
Eulalie Lucas, COG/DTP
Jeff King, COG/DEP
Ron Kirby, COG/DTP
Sunil Kumar, COG/DEP
Jane Posey, COG/DTP
Joan Rohlf, COG/DEP
Dusan Vuksan, COG/DTP

1. Call to Order and Review of Meeting Summary

Chairman Ballou called the meeting to order at 10:15. There were no comments on or corrections to the previous meeting summary.

2. MWAQC Workplan and Budget

Joan Rohlfs presented the MWAQC workplan and budget for recommendation to MWAQC. The budget subcommittee has met twice to review the proposal. There are no changes to the funding levels since 2008. The budget committee requested that work on the new SO₂ standard be added. In response to a question from Kanti, Joan said that we don't know all of the details about what will be required in terms of planning documents for marginal areas. It is possible that there will be no new SIP, attainment modeling, or mobile budgets required. In response to a question from Howard, Tom Ballou said that we are still in a grace period so use of MOVES is not yet required. However, Jim Ponticello said that if EPA finds new MOVES budgets adequate before the end of the grace period, use of MOVES will be required to demonstrate conformity.

After completion of the discussion, members approved the workplan and budget for recommendation to MWAQC.

3. MOVES Results

Elena Constantine presented draft MOVES results for the Redesignation Request and PM_{2.5} Maintenance Plan. While there is an overall regional decline in emissions over time, it was noted that there is a projected increase in NO_x emissions in Northern Virginia between 2025 and 2040. Also, PM_{2.5} direct increases in both Maryland and Virginia during that time as well. The NO_x increases are associated with an increase associated with start and extended idle emissions. PM increases are associated with increased tire and brake wear. The modeling shows an increase in both VMT and congestion.

4. PM_{2.5} Redesignation Request and Maintenance Plan: Update

Sunil Kumar presented the complete emission inventory for the Redesignation Request and PM_{2.5} Maintenance Plan. Based on the completed draft inventory, the regional emissions from 2002 to 2025 meet the requirements for redesignation and maintenance plans. On-road NO_x emission, area source PM_{2.5} direct, and point source SO₂ emissions are the most notable downward trends. In response to a question, Doris said that the currently plan is to not take credit for CSAPR or CAIR in the Maintenance Plan. Instead the plan will rely on state operating permits and the Maryland Healthy Air Act.

Members discussed establishing a motor vehicle emission budget for the PM_{2.5} Maintenance Plan. TPB staff and the state DOTs said that there are a couple of very important reasons to include a safety margin for transportation given uncertainty in modeling and inputs, as well as the known uptick in PM_{2.5} direct emissions after 2025. Ram Tangirala asked about the emission benefits currently estimated for the existing TERMS. Ron Kirby said that was not relevant to the conversation. Ram disagreed and said he will ask staff for such information to help inform his considerations about a possible safety margin for transportation. Tom Ballou said that budgets must be achievable, approvable, and sustainable. He said Virginia does not want to have to constantly revisit the established budgets over time. Jim Ponticello said that the Maintenance Plan requirement is to stay below a 2007 cap. He pointed out the very large emission reductions

anticipated from the mobile sector below the 2007 levels. This means that there are emissions available to create a buffer so that transportation conformity doesn't have to try to conform with new budgets that are set at the much lower levels associated with currently projected future emission levels. He said a maintenance plan is not the same as an attainment plan and that since there is so much uncertainty with modeling and inputs, he needs assurance that the new budgets are set to allow the DOTs and TPB to address future uncertainty. Brian Hug said that there really is no safety margin available. Emissions will actually need to be below the currently projected future levels to assist the region and downwind regions such as Baltimore attain the new ozone standards. He said MDE will not support a safety margin for transportation at this time. Howard Simons said that a few years ago, the transportation sector put forth an effort to help the regional SIP development by offering a lower budget for use as a contingency measure. He requested such consideration now as part of this negotiation. Doris McLeod said that given where we are with improved air quality, there is ample room to provide for a safety margin. She supported starting the negotiation at 25% safety margin. She did not support asking transportation to come up with very expensive programs to get additional marginal reductions, especially in light of the fact that the large post-2007 emissions reductions are not needed to demonstrate maintenance of the standard. She also said that failure to redesignate could hinder the region's ability to develop new clean energy projects. Cecily Beall said that she shares MDE's concern, in light of the new tighter ozone standard. Mark Rawlings said that DDOT supports a safety margin. Diane Franks said that she must represent interests of the entire state. She said that Maryland adopted the California clean cars regulation which is generating credit for the region. She said that other states could do more to reduce emissions and to work to build communities that actually have lower relative VMT levels. The states agreed to continue to negotiate to see if they could reach agreement.

5. MARAMA Meeting Update

Joan Rohlf and Sunil Kumar discussed the recent MARAMA science meeting. Three issues discussed included MOVES modeling, SO₂ modeling, and monitoring requirements. EPA may reconsider its modeling requirements for SO₂. They may also reduce the number of monitors required in metropolitan regions, and to then possibly use the funds to set up monitoring for SO₂ and NO₂ stations.

6. Other Business

Jeff King provided a brief update on EPA regulatory initiatives. EPA recently released in the federal register part 1 of the ozone implementation guidance. It may be possible that the region will be designated as a marginal area. It is possible that there will be no new SIP, attainment modeling, or mobile budgets required as EPA is presuming marginal areas will attain by 2015. Doris McLeod said that the EPA modeling may be overly optimistic about the region's ability to attain by 2015. Tom Ballou said that there may also be a new ozone NAAQS promulgated in 2013. EPA also recently finalized the boiler MACT rule which could result in SO₂ reductions far beyond those required by CSAPR.

7. State and Local Updates

Diane Franks and Brian Hug reported for Maryland. Infrastructure SIPs are being prepared. The Regional Haze SIP was submitted and approved this week. MDE is getting closer to completing the statewide climate plan, a draft will be available in the next couple of weeks.

Cecily Beall reported for the District. The Regional Haze SIP has been finalized and approved. The OTC VOC rules are final. A DC Sustainability Plan is under development. It will not be possible to relocate the air monitor at the Takoma school (there was a fire at the school and after reconstruction, siting a monitor there is not possible).

Tom Ballou reported for Virginia. EPA has proposed approval of the Regional Haze SIP.

Bill Skrabak reported for the City of Alexandria. The GenOn Plant was cited again for exceeding its NOx limit. They are still on target to close by Oct 1, 2012.

8. Set Date for Next Meeting, Future Agenda Items, Adjourn
Next TAC Meeting: Thursday March 13, 2012