

**MWAQC Technical Advisory Committee
Conference Call Summary
November 8, 2011 (10:00 AM - 11:30 AM)**

Present:

Diane Franks, Maryland Department of the Environment (MDE)
Brian Hug, MDE
Randall Carroll, MDE
Tom Ballou, Virginia Department of Environmental Quality (VDEQ)
Elizabeth Aiken, VDEQ
Doris McLeod, VDEQ
Cecily Beall, District Department of the Environment (DDOE)
Ram Tangirala, DDOE
Jessica Daniels, DDOE
Jim Ponticello, Virginia Department of Transportation (VDOT)
Kanti Srikanth, VDOT
Chris Voigt, VDOT
Lyn Erickson, Maryland Department of Transportation (MDOT)
Barbara Hardy, Fairfax County Health Department
Monica Backmon, Prince William County
Stan Edwards, Montgomery County
Walter Seedlock, MWAA

Staff:

Joan Rohlfs, COG/DEP
Sunil Kumar, COG/DEP
Kyle Hosley, COG/DEP
Elena Constantine, COG/DTP
Jane Posey, COG/DTP
Daivamani Sivasailam, COG/DTP
Bill Bacon, COG/DTP

1. Call to Order and Review of Meeting Summary

Chairwoman Diane Franks called the meeting to order at 10:05 AM. The summary for the October 11, 2011 conference call was approved without any comments or corrections.

2. VIN Decoding

Elena Constantine presented results from the VIN Decoding effort for the PM_{2.5} redesignation request and maintenance plan and the conformity analysis. The main focus was to relate to the data for extreme events, such as recent economic difficulties and Cash for Clunkers. From 1996 through 2004, there was a steady trend between Light Duty Vehicles (LDV) and Light Duty Trucks (LDT, aka SUVs). The percentage of LDTs rose from around 35% in 1996 to almost 50% in 2004 while during the same period the percentage of LDVs decreased from around 65% to around 50%. The trend reversed and remained steady until 2007. After 2007, there is noise in the

trend. It is speculated that the economy and the price of gas in 2008 led to a slight increase in LDTs. It is also speculated that the fairly large increase in the number of LDVs registered in 2009 can be attributed to the Cash for Clunkers Program. Information presented on the number of hybrid vehicles registered since 2000 has steadily increased, with the exception of 2009. Also presented were figures which show that the average age of the regional vehicle fleet is rising, having increased 1.21 and 0.87 years compared to 2005 and 2008 respectively. HDVs are getting older faster than LDVs or LDTs, evidenced by the increase in average vehicle age increasing almost 2 years from 2005-2011. This increase in age is causing the amount of emissions from vehicles to rise steadily over time, especially NO_x, which is more sensitive to the age increase in HDVs. The emission analysis was performed on Frederick County, and the question was raised whether or not the same results would be seen for more urban areas like the District or Arlington County. No analysis had been done on an urban area, but it is believed that there should still be increases in both VOC and NO_x emissions.

3. Reducing Emissions from the Transportation Sector

Daivamani Sivasailam discussed the results from the CLRP Aspirations Scenario study looking at streamlined variably priced lane network sensitivity. This study was based on the 2008 CLRP including strategies used in other studies. Results were presented to the TPB in September 2010 and were compared to a 2030 baseline. One scenario looked at was the impact of land use change, which concentrated growth in activity centers and around transit stations. In 2030, 15% of jobs & households shifted is the growth from 2015, with a 3.5% increase in households and a 1% increase in jobs from outside the region. Another scenario is the streamlined variably priced lane (VPL) network sensitivity test. It uses guidance from CLRP in land use and transit, but reduced new lane construction by 30% and interchange construction by 33%. The streamlined VPL scenario reduces the number of vehicle hours of delay from 46% (Baseline) to 29% and increases HOV3+ HBW Person Trips from a 71% increase to a 251% increase. Relative to the Full CLRP Aspirations Scenario, the streamlined scenario has higher vehicle hours of delay and lower number of HOV trips, slightly lowers increases in vehicle miles traveled, and is financially feasible with tolls that would be put in place.

4. Conformity Comment Letter

Joan Rohlfs presented to the committee a comment letter on conformity determination for the 2011 CLRP. The letter contains statements demonstrating that proposed plans meet emission tests for the PM_{2.5} annual standard. It also mentions the 2008 ozone NAAQS. Also in the letter are statements regarding the need for more reductions in emissions of all pollutants in order to try and reach attainment for the 2008 ozone standard. There were no comments on the letter, so the letter was recommended to the MWAQC Executive Committee for approval.

5. PM_{2.5} Redesignation and Maintenance Plan: Update

Sunil Kumar provided the committee updates on the Redesignation request and Maintenance Plan for the 1997 annual PM_{2.5} NAAQS. Emissions of NO_x, SO₂, and PM_{2.5} decrease for the time periods 2002-2007, 2007-2017, and 2007-2025. SO₂ emissions decrease sharply for the period 2007-2017. The decrease from 2002-2007 satisfies the criterion needed for the Redesignation Request. The decreases in 2007-2017 and 2007-2025 show continued maintenance of the 1997 PM_{2.5} annual standard of 15µg/m³. Area emissions are draft for 2002 and draft final for 2007, 2017, and 2025. Point emissions are draft final for 2007, 2017, and 2025

and final for 2002. Nonroad source emissions are draft for all years after a technical error was discovered in the MARAMA file. MARAMA released a new emissions inventory on October 24, 2011, which revised dust emissions from paved roads, added residential wood combustion emissions for DC for 2007, 2017, and 2025, and revised DC and MD point source emissions. Onroad source emissions are not complete yet, as MOVES based emissions still need to be developed. Two control measure triggers have been identified; the exceedance of 1 year mean and the exceedance of the 3 year mean $PM_{2.5}$ concentration of $15.0 \mu\text{g}/\text{m}^3$. Contingency measures are being discussed for each of the triggers ranging from RACM to diesel emission reduction strategies and other measures.

6. Climate Modeling

Sunil Kumar discussed recent efforts and meetings with the University of Maryland (ESSIC) dealing with future climate. Representatives from COG and UMD/ESSIC have met twice and have discussed a possible partnership regarding the use of the existing climate dataset available at the university and to foster the development of a regional climate model specifically tailored to meet the needs of the Washington region. The University of Maryland researchers have data for what the future climate might look like ten years from now, but no data for 25 or 50 or 100 years out as of now. It is hoped that by the middle of November that there will be more specific questions available to present to the University of Maryland. After the university gets these questions, it will inform COG of the specific data it can provide. Following this a workshop will be planned with the help of COG for both technical and policy staff of the local governments. These expected participants from the local governments are currently members of COG's climate adaptation work-group.

7. Other Business

Stakeholder Process for 2012: Joan Rohlf's discussed the TAC stakeholder process. Interested parties are invited to apply to become a TAC stakeholder, and current stakeholders are encouraged to continue if they are able. Joan also asked those present to recommend others that might be interested. The deadline for applications is December 30, 2011.

8. State and Local Updates

Virginia has no formal updates, but did inform the committee that they were looking into the new SO_2 standard and that they had ozone data up to 2010 and found out 2 jurisdictions that were in nonattainment before had a design value which would have put the jurisdictions into attainment. Maryland had no formal updates, but also had looked at 2010 data and found they also have jurisdictions which would meet the attainment requirements, but none of these jurisdictions lie within the DC Metro area. DC had no formal updates.

9. Set Date for Next Meeting, Future Agenda Items, Adjourn

The next Technical Advisory Committee meeting will be held December 6, 2011.