

Metropolitan Washington Air Quality Committee

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TECHNICAL ADVISORY COMMITTEE

Date: January 21, 2005

Time: **10:00 a.m. – 12:00 NOON**

Lunch will be served at 12:00 pm

Place: **COG Room 1, 1st Floor**

MWCOG, 777 North Capitol St., NE, #300

Washington, DC 20002

Agenda

- 10:00 1. Call to Order and Review of Meeting Summary (December 10, 2004)**
Chairman Tad Aburn, Maryland Department of the Environment
- 10:10 2. Mirant: The Next 5 Years in Pollution Control**
Steve Arabia, Mirant, will give a report on the long term plans to install multipollutant controls. (20 Minute Presentation/10 Minute Discussion)
- 10:40 3. New Research on Night-time Transport via the Low Level Jet: Presentation and Discussion**
Mike Woodman, MDE, and Charles Piety, University of Maryland, will give a report on research into transport of ozone via low level jets affecting air quality in the region. (20 Minute Presentation/10 Minute Discussion)
- 11:10 4. SIP Status: Update**
Joan Rohlf, COG/DEP, will discuss SIP approvals, EPA PM2.5 designation, and an updated schedule.
- 11:20 5. Control Measure Development: Update**
Jeff King, COG/DEP, will give a summary of the workgroup's review of the preliminary list and efforts to rank potential new control measures for the 8-hour SIP.
- 11:30 6. 8-hour Conformity Analysis Comment Letter: Update**
Jeff King, COG/DEP, will give a report on the final MWAQC comment letter on the 8-hour conformity determination.
- 11:40 7. State and Local Air Agency Report**
- 11:50 8. Other Business**
- Stakeholder Appointment Process
- 12:00 9. Set Date for Next Meeting, Future Agenda Items, Adjourn: February 11, 2005**

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**MWAQC Technical Advisory Committee
Meeting Summary
December 10, 2004
10:00 am – 12:00 pm
COG Room 4/5**

Present:

Tad Aburn, Maryland Department of Environment
Kambiz Agazi, Fairfax County Department of Environmental Services
Rick Canizales, Prince William County Department of Public Works
Randy Carroll, Maryland Department of Environment
Howard Chang, Tri-County Council of Southern Maryland
Diane Franks, Maryland Department of Environment
Jeff Harn, Arlington County Department of Environmental Services
Alex Hekimian, Maryland National Capital Parks and Planning Commission
Matthew Jalali, District of Columbia Department of Transportation
Doris McLeod, Virginia Department of Environmental Quality
Chris Meoli, Virginia Department of Environmental Quality
Jim Ponticello, Virginia Department of Environmental Quality
Mary Richmond, Montgomery County Department of Environmental Protection
Howard Simons, Maryland Department of Transportation
Bill Skrabak, City of Alexandria Department of Environmental Quality
Kanti Srikanth, Virginia Department of Transportation
Ram Tangirala, District of Columbia Department of Health
Didian Tsongwain, Prince George's County Department of Environmental Resources
Don Wambsgans, District of Columbia Department of Health

Staff:

Mike Clifford, COG/DTP
Jeff King, COG/DEP
Sunil Kumar, COG/DEP
Eulalie Lucas, COG/DTP
Joan Rohlfs, COG/DEP
Daivamani Sivasailam, COG/DTP

Observers:

Charlie Baummer, Metropolitan Washington Airports Authority
Tom Biesiadny, Fairfax County Department of Transportation
Julie Crenshaw, AQPAC
Debra Jacobson, George Washington University School of Law
Gary Koerber, U.S. Department of the Navy Regional Environmental Coordinator Region III
Tim Nutter, Northern Virginia Transportation Alliance
Walter Seedlock, Metropolitan Washington Airports Authority

1. Call to Order

Tad Aburn served as Chair as Supervisor Dana Kauffman (Vice Chair, MWAQC) was unable to attend. Mr. Aburn called the meeting to order at 10:10 a.m. The minutes of the November 12, 2004 meeting were approved as amended. Ram Tangirala's name should appear on the attendees list for November.

2. Mid Course Review: Final Report

Sunil Kumar presented the final draft of the MidCourse Review report. He highlighted recently revised figures and graphs showing the results of an analysis of number of exceedance days compared to number of days with temperatures greater than 90°F. Tad Aburn suggested that emissions information be added to the graph showing the results of the analysis of number of exceedance days compared to number of days with temperatures greater than 90°F. Howard Simons agreed.

Jim Ponticello asked if the projected emission reductions between 2004 and 2005 are actually expected to occur considering trading of NOx allowances by utilities. Tad Aburn responded that EPA NOx SIP Call regulations allow SIP credit even if states allow emission allowance trading.

Tad Aburn said that air quality measurements taken by aircraft on code red days have clearly shown that air being transported into the region from the west may contain ozone at concentrations up to 110 ppbv.

Jim Ponticello asked why 2002 emissions data were used. Joan Rohlfs and Ram Tangirala responded that it is because of the availability of the Periodic Emissions Inventory. They said that 2004 and 2005 are projections. Jim Ponticello asked about whether the workgroup considered discussing emission trends in the context of economic growth. Ram Tangirala responded that the group considered it but decided not to highlight this point in the report.

Joan Rohlfs presented a press release that was drafted to accompany the release of the final MidCourse Review report. Tad Aburn suggested revising the letter to read State's initiative rather than EPA's initiative when referring to the regional power plant controls. He also said that it is important to stress the challenge of meeting the new 8-hour ozone standard. Kambiz Agazi said he was concerned about the expectations presented in the press release regarding attainment. He said that in 2004 there were exceedances even though it was cool and rainy. Tad Aburn said that it is important that the press release highlight the achievements made and the fact that we are close to attaining the 1-hour standard. Kanti Srikanth said that the press release is focused on trends not so much EPA's process for determining attainment. Julie Crenshaw said it is important that the press release highlight the role of transported ozone. Tad Aburn recommended that a small group be formed to work on the final language of the press release.

3. Air Quality Trends Report

Jen Desimone asked TAC members whether the Air Quality Trends Report should be completed now using data through 2003, or in the spring/summer of 2005 when 2004 data become available. Tad Aburn recommended that a small workgroup be formed to determine the preferred option.

4. Control Measure Development: Priority Measures Lists

Jeff King presented a revised list of control measures developed by the control measures

workgroup. He said that the control workgroup has met three times to develop criteria for development of measures and to identify a short list of measures that could be prioritized for development.

Howard Simons asked at what point will we know the reduction requirements for the new 8-hour standard. Tad Aburn said that the group is trying to develop measures using a different process than what was used for the 1-hour SIP. He said that the EPA guidance is not out yet, but it would be preferable to have programs in place in time for the ROP or attainment SIP in 2006/2007.

Jim Sydnor recommended that the schedule be reviewed and modified. Some of the expectations for completion of tasks in early 2005 are too aggressive. The longer term goal of having proposals ready in the Fall of 2005 should remain.

5. Update on Transportation Conformity for the 2004 CLRP and 2005-2010 TIP and the 8-hour Conformity Analysis.

Mike Clifford summarized the status of TPB's 8-hour ozone conformity analysis. He said that emissions estimates for 2005, 2010, 2015, 2025, and 2030 are being compared to the VOC and NOx budgets approved in 2003 for meeting the 1-hour ozone standard in 2005. These interim budgets will be used until new budgets are set for the 8-hour standard.

Ram Tangirala asked why contribution of TERMS were not being shown in the summary table. Mike Clifford responded that the data are in the November 2004 report and that the estimates are not relevant for demonstrating conformity. Mike Clifford said he did not yet have estimates of 2010 emission reduction for all TERMS. Tad Aburn said he shares Ram's concern that TERMS may not be implemented because there is no sign of problems meeting conformity using the interim budgets. Tad Aburn recommended that the summary charts be annotated to show qualitatively what programs are actually causing emissions from mobile sources to decline over time. This is important because there actually has been an aggressive program to address emissions from transportation.

6. EPA's Smartway Program

Perry Pandya and Paul Bubbosh gave a presentation on EPA's Smartway Program. They described program components, benefits, and opportunities for expansion of the initiatives into Region III.

Joan Rohlfs asked about the justification for including the benefits of CO₂ reduction given the Administration's position on the Kyoto Protocol. Paul Bubbosh responded that EPA's focus on CO₂ reduction is to target cost-effective measures that can be implemented through voluntary programs.

Joan Rohlfs asked about the costs of transporting goods by rail versus truck. Howard Simons said that generally a haul needs to exceed 400 miles for rail to become economical.

Jim Ponticello asked if EPA has been in communication with trucking companies in Region III. Paul Bubbosh said that both shippers and carriers are being contacted. The program likes to sign up shippers because they then agree to ship more than 50 percent of their products by a Smartway- approved carrier.

Alex Hekimian asked whether there has been widespread adoption of the anti-idling and truck stop electrification technologies. Paul Bubbosh responded that some of the technologies are expensive in terms of up front costs, and there have been questions about who pays. However, many of the technologies will pay for themselves through cost savings. EPA is interested in establishing creative financing mechanisms, such as CMAQ loan funds, state infrastructure banks, and revolving funds, to encourage further adoption of these technologies. There have been no truck stop electrification projects yet in Region III. EPA would also like to encourage the concept of electrified parking spaces, bringing programs to regions at an increment of 50 spaces at a time.

Tad Aburn said that OTC is developing an I-95 corridor initiative. EPA plans to publish maps that will show truck stops and railyards to assist in further development of the program.

7. SIP and TPB Schedule

Joan Rohlfs provided members with an updated SIP planning schedule that now includes information on TPB conformity milestones. Howard Simons asked if the 2006-2011 TIP will overlap with the creation of new mobile budgets. Joan responded that the interim mobile emissions budgets will still be used for that TIP.

8. State Air Agency Report

Mr. Don Wambsgans said the District Department of Health slightly modified the OTC rules per EPA requirements. Mr. Aburn reported that Maryland is expecting the PM2.5 designations soon. Mr. Sydnor said that Virginia has nothing to report.

9. Other Business

Diane Franks provided a summary of the recent STAPPA/ALAPCO letter ending their stakeholder participation in a joint EPA/FAA/Stakeholder process to secure emission reductions from the aviation sector. She said that STAPPA negotiators wanted reductions from both aircraft and ground service equipment (GSE). It became clear early in the process that an agreement on reductions from aircraft was not forthcoming. Issues then arose with regard to the GSE component, including concerns about disposition of equipment taken out of service in nonattainment areas.

Walter Seedlock reported that retrofits of mobile lounges are still pending. He said that APUs have been installed at all gates for aircraft use. He said the project to install people movers at Dulles is underway. He said there may be a new program targeting the bus fleet that may be implemented in the next 5-6 years, with an emphasis on replacing diesel powered buses with alternative fueled vehicles.

Tad Aburn said that stakeholder participation in TAC will begin in January. Joan Rohlfs said that with the bylaws change, there will be a new TAC chair, consisting of the state air agency leads in rotation. Maryland is first in rotation. She confirmed that the new MWAQC bylaws now specify that stakeholders will be nominated to participate on TAC. The MWAQC Executive Committee will decide on nominations in January.

10. Set Date for Next Meeting and Adjourn: January 21, 2005

The TAC will meet next on January 21, 2005 from 10 a.m. to 12 p.m. There being no further business, the meeting was adjourned at 12:00 p.m.