MWAQC Technical Advisory Committee
1-Page Summary of Policy-Relevant Issues
February 11, 2005

Key policy-relevant issues discussed at the February 11 TAC meeting are summarized below.

Airport Emissions

- Briefing provided on proposed Dulles expansion.
- Operations increased by 84% between 1990 and 1999. Projected operations in 2010 (the 8-hour ozone attainment year) are expected to be 130% above 1990 levels. Emissions generally increase as operations increase.
- The Draft EIS for the proposed expansion shows that there is a net decrease in emissions between the no-build and build scenarios and that project related emissions are less than the SIP budget for Dulles. TAC is drafting a comment letter on the EIS.
- TAC to meet with MWAA to discuss a voluntary reduction effort (cap) at airports to level the playing field between emission reduction at airports and others sources within the region.

Potential Control Measures Lists

- The long and short lists of potential control measures for the 8-hour ozone standard were discussed.
- The long list provides a "chinese menu" of all potential control options. The short "priority" list identifies control measures that are significant reducers, may need early state regulatory action, or are already being implemented.
- A draft control measure report to be discussed at MWAQC on May 25.

Other issues

- Briefing provided on work scope and schedule for the conformity analysis for the 2005 CLRP and 2006-2011 TIP. TAC meeting on February 18 to discuss possible revisions to modeling inputs.
- The proposed work plan and budget for MWAQC were discussed. Funding is now split 1/3 each between state air agencies, state transportation agencies, and local jurisdictions. A new supplemental budget will fund MWAQC strategic planning sessions, local measures support and air quality reporting and outreach.
- Legislation in Virginia to control power plant emissions and to evaluate a California clean car bill was tabled. Similar legislation in Maryland was recently introduced.