

MWAQC Technical Advisory Committee
Meeting Summary
November 3, 2016, 2:30 PM to 3:40 PM

Present:

Tom Ballou, Virginia Department of Environmental Quality
Sonya Lewis-Cheatham, Virginia Department of Environmental Quality
Ram Tangirala, District Department of Energy & Environment
Jessica Daniels, District Department of Energy & Environment
Alex Brun, Maryland Department of the Environment
Colleen Turner, Maryland Department of Transportation
Jim Ponticello, Virginia Department of Transportation
John Kinsman, Edison Electric Institute
Mike Lake, Fairfax County

Staff:

Sunil Kumar, COG/DEP
Steve Walz, COG/DEP
Ron Milone, COG/DTP
Jane Posey, COG/DTP
Jinchul Park, COG/DTP
Dusan Vuksan, COG/DTP
Lori Zeller, COG/DTP
Sergio Ritacco, COG/DTP
Erin Morrow, COG/DTP

1. Call to Order and Review of Meeting Summary

Tom Ballou called the meeting to order at 2:30 pm. The October 11 meeting summary was approved without any changes.

2. 2016 CLRP Performance Report

Lori Zeller and Sergio Ritacco briefed members on the 2016 CLRP performance report. By 2040, the regional jobs are expected to grow by 29 % to over 4.1million jobs. This is an increase of 940,000 new jobs. The fastest rates of job growth are expected in the outer jurisdictions of Virginia, while the inner suburban jurisdictions and regional core continue to be home to the greater number of jobs. More new jobs will locate on the western side of the region, and the majority of all new jobs are expected to be in denser population centers throughout the region. Emissions of all criteria pollutants and CO2 equivalent are expected to drop between now and 2040 due to tougher fuel efficiency and the current emissions standards, which would keep providing benefits until 2040. Changes in development patterns, investments in transit and transit and transit and transit and transit and transit and transit and transit and transit and other travel options, and improved operational efficiency of area roadways will also contribute to reductions in vehicle related emissions.

3. Draft 2016 CLRP Comment Letter

Sunil discussed the draft 2016 CLRP (Conformity) comment letter for MWAQC. Tom suggested a few edits to the letter. Everybody agreed to these edits. The letter was recommended to MWAQC for its review and approval following which it would be sent to TPB in response to TPB's request for comment on the 2016 CLRP analysis.

4. 2008 Ozone NAAQS Redesignation Request & Maintenance Plan

Sunil briefed members on the status of the 2008 ozone NAAQS redesignation request and maintenance plan. He also presented a revised draft timeline for the plan. Jane Posey brought to attention the difference between MOVES2010a and MOVES2014 NO_x emission for 2015, which is 13 percent. She mentioned that earlier the difference in NO_x emission between the two models was thought to be smaller. Tom said this needs to be discussed in a separate call for the Emissions Inventory Sub-Committee. Sunil briefly discussed the two options EPA proposed for the revocation of the 2008 ozone NAAQS in a recent proposed rule published on November 17, 2016 for the implementation of the above NAAQS. He said he would like to talk about the proposed rule in detail in the December meeting, but wanted to bring this up for the attention of the committee keeping in mind the constraint of the timeline for commenting on the rule. He added that this could also be discussed in the Emissions Inventory Sub-Committee call.

5. Briefing on Greenhouse Gas Emissions & Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2

Sunil briefed members on the joint EPA/NHTSA rule for greenhouse gas emissions and fuel standards for the medium and heavy-duty engines and vehicles published on October 25, 2016. The Phase 2 standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons, save vehicle owners fuel costs of about \$170 billion, and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program. These standards are tailored to each of four regulatory categories of heavy-duty vehicles: (1) Combination Tractors; (2) Trailers Pulled by Combination Tractors; (3) Heavy-duty Pickup Trucks and Vans; and (4) Vocational Vehicles, which include all other heavy-duty vehicles such as buses, refuse trucks, and concrete mixers. The program also includes separate standards for the engines that power combination tractors and vocational vehicles. Steve asked if there are any co-benefits for criteria pollutants. Sunil said there may be some co-benefits but the fact-sheet for the rule does not mention them.

6. State & Local Updates

There were no updates.

7. Adjourn

The meeting was adjourned at 3:40 pm.