



Metropolitan Washington Air Quality Committee
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DRAFT MINUTES OF December 17, 2014 MEETING

Attendance:

Members and Alternates

Tad Aburn, Maryland Department of the Environment
Tom Ballou, Virginia Department of Environmental Quality (VDEQ)
Sharon Bulova, Chairman, Fairfax County
Jason Groth, Charles County
Patrick Wojahn, Council Member, College Park
Leta Mach, Council Member, City of Greenbelt
Redella "Del" Pepper, Council Member, City of Alexandria
Hans Riemer, Council Member, Montgomery County
Howard Simons, Maryland Department of Transportation
Linda Smyth, Supervisor, Fairfax County
David Snyder, Vice Mayor, City of Falls Church
Ram Tangirala, District Department of the Environment (via phone)
Rene'e Hamilton, Virginia Department of Transportation

Other Attendees

Glenna Tinney, Air and Climate Public Advisory Committee, Vice Chair
Kambiz Agazi, Fairfax County
Julie Hantman, Moms Clean Air Force
Jessica Daniels, District of Columbia
Austina Casey, District of Columbia (via phone)
Stewart Schwartz, Coalition for Smarter Growth
David Foerter, Ozone Transport Commission

Staff

Leah Boggs, Metropolitan Washington Council of Governments (COG)/ Department of Environmental Programs (DEP)
Amanda Campbell, COG/DEP
Maia Davis, COG/DEP
Jennifer Desimone, COG/DEP
Jeff King, COG/DEP
Sunil Kumar, COG/DEP
Isabel Ricker, COG/DEP
Steve Walz, Director, COG/DEP

1. Public Comment Period, Approval of Minutes, Chair's Remarks

Chair Snyder called the meeting to order at 10:14am.

Public Comment: Stewart Schwartz, Coalition for Smarter Growth, stated his support for creating the Multi-Sector Workgroup to spur more action in the transportation sector towards the region's goal of 80% greenhouse gas emissions reductions by 2050. Mixed use, walkable, dense urban communities will not only reduce greenhouse gases from transportation, but spark

economic development and reduce impacts to forests, streams and rivers. Mr. Schwartz requested that the Workgroup set a deadline of September 30, 2015 to complete the analysis. He also urged MWAQC to support the strictest possible ozone standard.

Members approved the minutes from the October 2, 2014 meeting, and the current meeting agenda, with no changes.

Chair Snyder said that the region has celebrated two years in a row of no code red days due to the hard work of many in the public sector.

2. Committee Reports

Technical Advisory Committee (TAC), Tad Aburn, MDE

At TAC's last meeting on December 9, 2014, members discussed EPA's proposed new ozone standard and the new state control measures in the Gold Book. TAC received technical briefings on the new mobile emissions model, MOVES2014. TAC discussed the status of the Multi-Sector Workgroup and the PM2.5 Maintenance Plan revision.

Air and Climate Public Advisory Committee (ACPAC), Glenna Tinney, Vice Chair

ACPAC has been tracking the development of the Multi-Sector Workgroup and is looking forward to its progression and providing input on the project. In 2014, ACPAC developed the Climate & Energy Awards program and selected winners that were recognized at a COG Board meeting. The award winning projects were well represented at the recognition and the awards generated energy and excitement. In 2015, ACPAC plans to expand the awards program: the Climate, Energy & Environment Policy Committee agreed to allow applications from non-governmental organizations and stakeholders. ACPAC is training on climate change communications techniques which will improve Awards program branding and outreach.

Clean Air Partners, Jennifer Desimone, Managing Director

In November, Clean Air Partners launched its wood-burning outreach initiative, which is continuing to position the program as a year-round source of information. This year, Clean Air Partners developed successful infographics – such as the 'Green Guide to the Holidays' -- which have been shared widely through local media and social media. Clean Air Partners finished the grade 4-8 slogan contest, which received 200 submissions. Winners will be posted in the next few weeks. The annual celebration and awards event will be held in May. Nominations are open through January 30 for an organization and an individual that has made outstanding efforts to improve the region's air quality.

3. Regional Ozone Transport, David Foerter, Ozone Transport Commission

Mr. Foerter described the establishment of the Ozone Transport Commission; the science of ozone transport, monitoring and modeling; and the latest updates to the regulations that apply to transported air pollutants. Sometimes weather patterns allow ozone to remain in a local area, other times high-level winds shift ozone to other regions. The Washington area can be located in the beginning or the middle of the transport pipeline, depending on atmospheric conditions. Transport can contribute as much as 50 to 90% of area ozone. The summers of 2013 and 2014 were unusually cool and observed atypically low transport patterns.

As a result of legal actions, the Cross-State Air pollution Rule (CSAPR) is expected to begin the first phase of implementation on January 1, 2015. The rule addresses transported pollutants for the 1997 ozone standard of 84 parts per billion (ppb).

The Good Neighbor provision of the Clean Air Act has allowed states to address transported pollutants originating from other states by requiring those states to submit a State Implementation Plan (SIP). Maryland challenged Virginia for not submitting a Good Neighbor SIP for the 2008 75 ppb ozone standard by the 2011 deadline. In December 2013, an eight-state ozone transport region petitioned EPA to form a 17-state region; EPA must decide the issue by July 2015.

In addition, in 2013, about 30 state air directors launched a technical state collaborative to share best practices and work on air pollution-related issues. Current and future challenges include how to meet the stricter 60 to 70 ppb ozone standard that EPA is proposing and how to require power generators to run the controls that are installed. When higher power generation capacity is needed, managers are choosing to purchase inexpensive allowances rather than running controls.

Mr. Foerter responded to member inquiry that CSAPR's 84 ppb standard could be lowered, although the rulemaking process takes 3 years.

Mr. Aburn pointed out that the next big challenge is to address NO_x (nitrogen oxides) emissions from mobile sources, which is the top contributor to ozone formation. Mr. Foerter responded that mobile sources contribute to local air pollution and are also transported.

Chair Snyder asked COG staff to follow up with any recommendations for dealing with issues raised in this presentation.

4. Implications of a New Ozone Standard, *Sunil Kumar, COG/DEP*

On November 25, 2014, EPA proposed to revise the current primary and secondary 8-hour ozone standards published in 2008 (75 parts per billion, ppb). EPA proposed a 65 ppb to 70 ppb range for the 8 hour standards. EPA is seeking comments on a standard as low as 60 ppb, and on retaining the current standard of 75 ppb. EPA is additionally proposing to update the Air Quality Index for ozone, revising the ranges downward. The proposed revisions are based on scientific evidence cited by a panel convened for the purpose of examining the standard. The changes would expand the monitoring season to start earlier in the spring and end later in the fall. According to a benefit/cost analysis, a 70 ppb standard has a higher benefit-cost ratio than a 65 ppb standard, but both are expected to accrue more than enough benefits to cover costs. If approved, the final rule would be signed October 1, 2015, final designations (based on 2014-2016 data) would be October 1, 2017, and attainment year would be 2020 to 2037 depending on level of nonattainment.

The Washington Region's ozone levels have been falling fairly consistently since 1997. The region may reduce ozone below 75 ppb within the next two years, but the region's designation under a new standard is still unknown. Many control measures assist in achieving ozone standards including Tier 3 Vehicle Emissions and Fuels Standards, Corporate Average Fuel Economy (CAFÉ) standards, and Reciprocating Internal Combustion Engines Rules.

The comment period on the proposed new standards closes on March 17, 2015.

Mr. Walz suggested that TAC discuss potential comments on the rule and propose recommendations at MWAQC's February meeting. Chair Snyder said that the region is probably ahead of the country on analyzing whether and how we would meet a new ozone standard, and agreed that committees should continue to discuss the new standard and any comments.

5. Resolution to Support COG's Greenhouse Gas Goals and Multi-Sector Workgroup,
Steve Walz, COG/DEP

Chair Snyder stated that the COG Board endorsed the recommendation to establish a Multi-Sector Workgroup to analyze the potential to reduce greenhouse gases from various sectors. At its last meeting, MWAQC re-endorsed the region's greenhouse gas reduction goals, and the Transportation Planning Board took similar action. Members then discussed a motion to accept the Transportation Planning Board's changes to the *Draft Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Goals for Reducing Greenhouse Gases* with the addition of the Coalition for Smarter Growth's September 30th deadline.

Mr. Ballou explained that the Transportation Planning Board (TPB) added the wording on 1) MWAQC's mission to meet air quality standards; and 2) that the workgroup should assess co-benefits of criteria pollutant reduction from greenhouse gas emissions reduction. TPB also added language to the resolution specifying the four sectors Transportation, Energy, Land Use, and Built Environment.

Mr. Wojahn inquired whether adding the other three sectors would change the project's scope. Mr. Walz clarified that the proposed language is consistent with the original resolution from CEEPC and MWAQC. Mr. Aburn supported the inclusion of other sectors, noting that the transportation sector is the sector with the most potential for regional influence.

Mr. Simons, Mr. Agazi, Mr. Ballou and Ms. Hamilton agreed that a September 30th deadline does not allow sufficient time to develop and finalize a high quality report given new models and the complexities involved.

Mr. Freudberg said that the workgroup will be able to scope its work to meet any deadline, or even evaluate the deadline schedule itself.

Mr. Aburn said that Maryland Department of Environmental Programs is interested in supporting the September 30th deadline. The deadline could be characterized as an interim deadline to report back on what the workgroup has achieved.

After discussion, all members unanimously agreed to the following:

- Accepting the transportation agency proposed changes (see materials)
- Accepting a deadline of September 30, 2015, for an interim report

6. Nominating Committee for 2015 Officers, *Dave Snyder, Chair*

All unanimously agreed to form a Nominating Committee for 2015 officers consisting of Leta Mach, Del Pepper, and Phil Mendelson.

7. Updates [Postponed or condensed due to meeting time constraints.]

A. PM2.5 Plan: See TAC meeting materials.

B. Gold Book: The Gold Book is being expanded to include State measures.

8. State and Local Air Reports

Virginia

Mr. Ballou reported that Virginia submitted comments on EPA's 111d Clean Power Plan proposal regarding technical implementation issues. The Virginia State Air Pollution Control Board redesignated northern Virginia as 'in attainment' for particulate matter (PM_{2.5}) 1997 standard.

Maryland

Mr. Aburn reported that Maryland is working on two new rules, one regarding updating power plant controls, and the second on elimination of the Stage 2 program. The state is transitioning under the new governor.

District of Columbia

Ms. Daniels reported that the District of Columbia commented on EPA's 111d proposal. The District of Columbia recently published a second proposed rulemaking to cap NO_x emissions during ozone seasons from the district's only large generation facility that is not considered a power plant (the facility's units were part of NO_x State Implementation Plan trading program which is no longer administered). A hearing is planned for January 5th.

9. The next meeting will be on **Wednesday, February 25, 2014.**

Walz added that the full 2015 meeting schedule will be emailed to the committee.

Chair Snyder thanked everyone for their hard work over the years and wished everyone happy holidays.